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The Hongkong Telegraph

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REUTER'S TELEGRAMS.

SHIPBUILDING BOOM ENDING.

THE FREIGHT MARKET WEAK.

London, August 14.
Signs of the end of the shipbuilding boom increase daily. Reports from America show that contracts for 72 ships were cancelled in June on account of the condition of the freight market, whilst big American yards operating 50 slips during the war are being down.
The Times says arrangements have been completed for further shipments of coal to Australia and Scandinavia at a freight of 150 shillings as compared with 175 shillings a few weeks ago. Inquiries are also being made for ships to bring coal from China to Scandinavia.

EMPLOYMENT GOOD NOW.

BUT WINTER PROSPECTS BAD.

London, August 16.
In the House of Commons, replying to Mr. Hogge, Mr. Lloyd George said information at the disposal of the Government showed that the high level of employment shown early in the year had been maintained and even improved in some cases. There were, however, indications that unemployment in the coming winter would exceed the seasonal scale. The Government were seriously considering the whole situation, including the continued presence on the list of unemployed ex-Service men.

PRINCE'S VISIT TO INDIA.

ANNOUNCEMENT TO BE MADE SOON.

London, August 16.
In the House of Commons, replying to Mr. Forrest, Mr. Lloyd George said a full announcement would shortly be made as to whether the contemplated visit of the Prince of Wales to India could be carried out this year.

JAPAN'S REPLY TO AMERICA.

Washington, August 15.
The State Department has received the Japanese reply to the American Note as regards landing on the Isle of Sakhalien. It is believed that the reply lengthily discusses Japan's policy in Siberia, and that both Notes will be published during the current week.

PRINCE'S BODY CREMATED.

Paris, August 15.
The body of Prince Radikredidhi was cremated at Pere-Lachaise cemetery in the presence of his brother, Prince Parachare, many Siamese and other notabilities.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 16.
A strict search was being made on the 7th, 8th and 9th inst. of the residences of the Anfuite members in Peking, but no important documents or valuables were secured.

In reply to the demands made by the Chilli Government for \$13,000,000 to meet the military expenses caused by the crisis, the acting Premier has promised to pay \$10,000,000 and the balance will be made good by issuing public bonds in the province.

The acting Premier has decided that peace should be directly negotiated between Shun Chun-hsun, Luk Wing-ling and Li Shun.

You Wai-bing has taken over the portfolio of Minister for Foreign Affairs.
As there are constant reports to the effect that the chiefs of Outer Mongolia are persuading the Living Buddha to rise in revolt the State Department has advised the President to retain all the Princes of Inner Mongolia in the capital, out to give them the very best treatment.

(Other Telegrams on Page 2.)

TRADE UNION TYRANNY.

EX-SERVICE MEN PREVENTED FROM WORKING.

A striking example of how some of the trade unions are preventing the employment of ex-Service men has been furnished to The Times by Mr. H. D. Thomas, a director of Wm. Thomas and Sons (timber importers), Limited, of Wrexham.
As a result of their exhibit at the Ideal Homes Exhibition the firm received a number of orders for the erection of wooden houses and bungalows, and they decided a scheme to train a number of ex-Service men as wood-working machinists, carpenters, and joiners. In the Wrexham district 4,000 or 5,000 ex-Service men are required, but the local employment ex-

practically every paper within a radius of 100 miles, only five more were obtained. The local lodge of the General Union of Operative Carpenters and Joiners was approached, and permission was asked for the relaxation of the trade union restrictions. It was pointed out that it was only intended to employ ex-Service men on partly skilled repetition work which could be done by a fairly intelligent man after a few days training and that the full rate of wages ruling in the district would be paid. The lodge replied that the application had been submitted to the Executive Councils of the Union, who absolutely forbade them to grant this privilege to any firm. Consequently 40 ex-soldiers are deprived of an opportunity of earning their living. In addition to the men they could employ the firm could find work for 200 women who have had from two to three years' experience in the manufacture of pine chests.

S.S. LE MARNE.

TOWED INTO HONGKONG.

The S.S. Le Marne, which went on the rocks in a typhoon between Taikam and Tongwa and remained stranded for ten days was towed into harbour at 4 o'clock this morning, by the tug Taikook.

She was towed from the rocks on which she stranded a distance of some seventy miles and provisionally repaired, before she was brought into port. She went into Taikook Docks this morning.

The Captain of the Le Marne came to Hongkong this morning.

TROUBLESOME WIFE.

HUSBAND WANTS SEPARATION.

After a heated matrimonial dispute two Chinese were today called up before Mr. N. L. Smith and charged with disorderly conduct. It appears that one of them had a wife and the other had none, and that's how the trouble began. In spite of the fact that she was married and had a daughter, this woman flirted with No. 2 defendant and this excited the jealousy of her husband, who then maintained a strict watch over the pair. On two occasions he surprised them in the street whilst they were engaged in an intimate conversation, but not being physically able to cope with the situation, he called in the aid of the Police.

On the first occasion Inspector Moore patiently heard the complaints uttered by the disillusioned husband, and advised him to take his troubles before the S.C.A. This kindly advice was not availed of, and it happened that yesterday the same trouble arose from the same circumstances. The Police were again asked to exert their influence on the husband's behalf, but instead of complying with the pitiful request, they took husband, wife and lover to the Police Station. Here both men were charged with disorderly conduct.

His Worship's decision this morning was that the case be referred to the S.C.A. as a separation was desired by the husband and wife.

TAIPO ROAD.

THE IMPROVEMENT SCHEME.

The following is an extract from the report of the Director of Public Works for last year regarding the widening and improving of the road between Shatin and Tai-po:—The improvements, which extend over 8.4 miles of road, will, when finished, result in a shortening of the road by 3,000 lineal feet, equivalent to 7% in the total length on the old alignment. They include the improvement of upwards of 70 sharp bends, a diversion, 1,200 feet in length, whereby 11 bad bends will be eliminated, the widening of 11 bridges from 14' 0" to 20' 0" and the construction of 4 new culverts besides numerous pipe cross-drains. The diversion referred to has necessitated the construction of a 3-span bridge, 95 feet in length and 45 feet in height. Substantial concrete fences have been erected where considered necessary for the protection of traffic.

By the end of the year, most of the work was approaching completion. The expenditure for the year on land resumptions amounted to \$122,338.
1919 Estimates, ... \$55,000.00
1919 Expenditure, ... 42,207.01
Expenditure to 31/12/19, ... \$102,632.00
This sum includes the cost of the work done during the year.

ATTACK ON EUROPEAN LADY.

FOUR CHINESE YOUTHS CHARGED.

In connection with the robbery at Jubilee Road, of which Miss Harvey, a resident of Kingsclere Hotel, was a victim, four Chinese youths, whose ages range from 15 to 21 years, were today brought before the Magistrate and charged by Inspector Willis with complicity in the offence.

Evidence was given which showed that the prisoners belonged to a gang of seven roughs whose original intentions had been to steal the clothing of bathers from the sheds at Kennedy Town beach, but who on realising that no good results could be secured in that direction, on the spur of the moment fell on Miss Harvey as she was proceeding down the road and robbed her of her handbag which contained money and small valuables to the value of \$22. It was disclosed that one of the robbers struck Miss Harvey on the back, while an accomplice, who is the only other member of the gang who took an active part in the attack, snatched the bag from her hand and disappeared with it down the road towards the beach. When the attack was carried out, several of the gang were noticed in the locality, and from the fact that they took a lively interest in the affair, it was suspected by Miss Harvey that they were accomplices, a suspicion that was subsequently confirmed in the confession made by the arrested members of the gang.

The Police from the West Point Police Station got to work after the robbery, and an arrest was made some hours later. The confession secured from this man led to the arrest one after the other of three other members of the gang, while the remainder, whose identity is known to the Police, are still at large.

It was disclosed by one of the prisoners that the money was divided amongst the members of the gang, each receiving a share of forty cents, whilst a small handkerchief, and a piece of of chamois leather which were amongst the articles contained in the bag were concealed in a bush in the immediate vicinity of the robbery.

Inspector Willis informed the Magistrate that he had been in conference with the Captain Superintendent of Police in regard to the question of sending the case to the Supreme Court, but it was found that this was not practicable as Miss Harvey would shortly proceed to Shanghai. His Worship was therefore asked to deal with this case summarily and inflict a penalty that was within his powers. One of the prisoners was a rogue and vagabond who was convicted under this offence recently, whilst the other not a fortnight ago was brought before His Worship on a charge of stealing a gold chain but was very leniently dealt with, an order being given that he should receive twelve strokes of the birch, on account of his tender age.

His Worship mentioned that he would reserve his decision, and the case was adjourned until to-morrow.

MARINE COURT.

Before, Commander C. W. Beckwith, R.N., this morning at the Marine Court, the masters of three passenger boats were charged with anchoring their boats within the limits of the man-o-war anchorage yesterday. Mr. O. T. Matthews said that at about 5 p.m. yesterday he saw a number of sampans anchored in the man-o-war anchorage. He caught the defendants, who had no permits to be there. There had been complaints from the Captain of the Hunsford that these people came alongside with their boats and traded with the

BOY SCOUTS.

PROPOSED RESURRECTION OF HONGKONG CORPS.

When Lieutenant General Baden-Powell paid his visit to Hongkong in 1911 and saw the splendid material which this Colony could furnish for the formation of a Boys Scouts Corps, he probably never dreamed that the work which he advocated in this connection was destined to an early failure, not because there was any difficulty in the matter of recruitment but that official interest spent itself after the first few months of the Corps' existence. The Corps, so far as we can remember, came into existence in 1913, principally through the efforts of Major (now Lt. Colonel) Bowen, who became first Scoutmaster, and Lady May whose interest in the organization is still remembered by the boys who were once its members. The Corps was then a well-equipped and organized body, with its Bugle Band, its leaders graded according to the various districts, and what was most important of all, an esprit de corps which eventually found expression in the proposal to erect a Scouts Hall where members could foregather. For this purpose a building fund was raised, whilst the Corps' Patron, Sir Henry May, promised a free grant of land for the site of the proposed structure. Up to this point everything augured well for the Corps, but with the outbreak of war and the cessation of the interest which Sir Henry had hitherto displayed the Corps became gradually disorganized, until when Major Bowen, who did much to keep the Corps together, proceeded Home, it died a natural death through lack of controlling authority.

After five years of inactivity the proposal has now been put forward of resurrecting the Corps. His Excellency, the Governor, we are informed, has requested Major Bowen who has returned to the Corps, and with this end in view an unofficial meeting will be held on Thursday at which the proposal will be put forward to the Scoutmasters of the Corps and the old members. If the suggestion is favourably received, this meeting will be followed by a larger gathering at which it is hoped the Corps will be formally resurrected on the basis of the old Charter which is still in existence. With His Excellency who is known to take much interest in these matters as the Patron the body should quickly be re-established on its old strength, and the building funds which are still in the hands of the bankers be put to the use for which they were originally intended.

MACAO NEWS.

CHINESE TROOP MOVEMENTS.

Our Macao correspondent, writing to us to-day, states that the Canton authorities are making changes in the troops stationed in the outlying districts. On Saturday last the commanders of the troops stationed at Chinsan and Lappa suddenly received orders that the troops under them were to proceed back to Canton. Before the departure was completed, fresh troops, composed of Kwongsi men, had begun to arrive, being transported in about 90 junks towed by big steam launches. This new Kwongsi regiment is commanded by Lu Yim-shan whose headquarters will be in Chinsan. The explanation given for this sudden change is that all native troops are being transferred to the interior and that Kwongsi troops will in future hold all the frontier stations. It is believed that this is a strategic movement on the part of the authorities who desire the purely native troops to be encircled by Kwongsi troops. Two editors have been deported from Macao. They were jointly connected with the Macao Morning Post Chinese newspaper which was established about two months ago. It is stated that they have been banished to Hongkong be-

GERMANS IN CANTON.

OVER THIRTY HAVE RETURNED.

The Germans are coming back to Canton. Since the declaration of peace in Europe, some 33 Germans, including several women and children, have returned; and some are still coming as applications for permits are rapidly coming into the Bureau of Foreign Affairs. Before the War, nearly 300 Germans were in Kwangtung and Kwangsi, and some had to leave during the War, leaving less than a hundred before the Armistice was declared. A majority of the Germans here before the War were engaged in missionary work, while their merchants enjoyed prosperous trade with the Chinese. They controlled a bank and about ten firms, holding agencies from not only their nationals, but also others.

Several German firms have lately reopened for business in Canton and others are looking for premises. They cannot now take rooms in Shamen. They are endeavoring however, to establish themselves along the Bund. Germans in Canton are being at present treated like other foreigners without treaty relations with the China. They enjoy practically all freedom of trade and residence as desired, for Consul the Netherlands is looking after their interests in official communications with Chinese authorities.

The Chinese authorities only require them to register upon their arrival and in case of change of residence, if they go from one district to another. While not admitted to residence in Shamen, they have made their homes in Fongtsun, Tungshan, Saikwan, and other parts of the city.—Canton Times.

BERI-BERI IN THE GAOL.

LAST YEAR'S OUTBREAK.

In his annual report on Victoria Gaol, Dr. W. J. Woodman says: During the last week in October an outbreak of Beri-Beri occurred amongst the prisoners and is continuing at the end of the year: the number of cases to the end of the year was 292 of whom 189 were treated in hospital and 103 in the gaol.

Towards the end of July the unpulished rice given to the prisoners was changed to polished rice, owing to the impossibility of obtaining the former. Three months later an outbreak of Beri-Beri supervened.

The outbreak presents no features in any way different from other gaol outbreaks already recorded except that it was impossible to get unpulished rice, and dieting in other way had to be used, and although this failed to stop the occurrence of the disease the type was so mild that no death has so far occurred and all the cases except those which occurred early in the epidemic have been of a mild type, but have proved rather resistant to treatment owing to the rice that they were receiving being of inferior quality. On December 30th the first consignment of unpulished rice was received and I hope that some improvement will soon manifest itself.

The rice was sent to the Analyst for examination and he reported that there was only 0.24 of phosphorus as phosphorus pentoxide present—the minimum safe rice should contain is 0.35 and this is very low. The unpulished rice has been analysed and contains 0.50%.

An attempt was made to give the prisoners' rice bran which contains the necessary vitamins but they objected to eating it and the use of it had to be abandoned.

To provide hospital accommodation for the patients the upper floor of Kennedy. Town Hospital was taken over and 172 patients went there for treatment of whom 77 were still under treatment at the end of the year. (The outbreak covered 31 days.)

DAY BY DAY.

A Chinese girl, 15 years of age, was yesterday admitted into the Government Civil Hospital suffering from injuries sustained in jumping from a tramcar whilst it was in motion.

The health return for the past week shows that there were two fatal cases of plague, one fatal case of cholera, two fatal cases of cerebro-spinal fever, two cases of enteric fever (one fatal), and two deaths from influenza. All the sufferers were Chinese, with the exception of one British case of enteric fever.

The Asia Banking Corporation has enlarged premises now, having taken over from the Astor House management that portion which was previously the lounge room of the Hotel. In the enlarged space the Bank can cater more conveniently to its constituents. Mr. Biggar, the Manager, is going on three months' leave to America by the Empress of Russia, and during his absence from the Colony Mr. N. E. Mullen will act as Manager.

At the Police Court this morning it was disclosed that a Chinese who was arrested because he had not a licence, offered thirty cents to Lance Sergeant Neill as "tea money" on the condition that the Sergeant would "not" worry him, but leave him to finish his journey. Needless to relate, he was promptly collared by the Sergeant who, to-day, charged him with offering a bribe. Before he left the Court, the prisoner, who was fined \$5, or seven days, was told by Mr. Hutchinson that it was not the custom here to accept "squeeze".

With a quantity of explosives and some lengths of fuse in their possession, the crew of a junk who went a-fishing with these materials were arrested by Sergeant Fox yesterday and this morning appeared before Mr. R. O. Hutchinson. As these men were in the employ of the owner of the junk who had not been secured by the Police, the charge of possession of the explosives had, on the suggestion of His Worship, to be altered to one of dynamiting fish without a permit. On this amended charge the prisoners were found guilty. The headman amongst them, who in this instance was the son of the junk owner, was fined \$100 or one month's hard labour, but his three folk were discharged with a caution.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3 3/4d.

THE WEATHER.

2 p.m. Barometer:—29.69. Temperature:—79. Humidity:—93.

"WOODBINE TEDDY."

The Prince of Wales on arriving at Perth was cordially welcomed by the leading authorities and the people generally, shouts of "Our digger," "Woodbine Teddy," and other similar phrases being raised.

DON'T FORGET.

TO-DAY.

Victoria Recreation Club Night. Fate—9 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

NOTICES.

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Hongkong, 14th August, 1918.

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electro-magnetic current, which
penetrates the tissues and
acts directly on the diseased
parts, without the use of
drugs or surgery.

EARLIER TELEGRAMS.

ANOTHER PEACE CONFERENCE.

London, Aug. 13.
The representatives of China and Japan, including Doctor Nitobe,
Assistant Secretary to the League of Nations, in addition to those of
European countries, commenced a Quakers' All Friends' Conference
in London to-day, with the object of considering the nature and basis
of the Friends' peace testimony, and its application to the needs of
the world at present.

BRITISH MINISTER TO PEKING.

London, Aug. 14.
The King has received Sir Beilby Alston, on his appointment as
British Minister at Peking, and invested him with the order of Knight
Commander of St. Michael and St. George.

AMERICAN WIRELESS SERVICE.

Washington, Aug. 14.
The naval communication service begins to-morrow, when com-
mercial and private press messages will be accepted for transmission
to France by wireless. The commercial rate will be the same as the
cable rate. The press rate will be ten cents per word. Messages
are also acceptable for other European countries via Lyons Radio
station.

AMERICAN OPEN GOLF CHAMPIONSHIP.

Toledo, Ohio, Aug. 14.
The Englishman, Ray, won the American Open Golf Championship
with 295. The Americans Burke and Dierck, and the Britishers
Hutchinson and Vardon, were bracketed with 294.

PRINCE CAROL IN AMERICA.

San Francisco, Aug. 13.
The Crown Prince of Rumania has arrived from Honolulu.

PATTERSON FAILS AT WIMBLEDON.

THE FIRST AMERICAN CHAMPION.

Long before the beginning of
the first match on Saturday at
Wimbledon (says the Times of
July 5) the gangways were thick
with spectators, many of whom
had stood hours outside the
ground waiting for it to be opened.
Most of them had their umbrellas,
and were using them as sun-
shades. They saw some admir-
able lawn tennis, but no close
match, and no English victory.
The Singles went to Mr. Tilden,
of America, who is the first American
to win the Championship; all the
previous holders have come from
the British Empire. The Doubles
went to Mr. Tilden's countrymen,
Mr. Williams and Mr. Garland;
the Mixed Doubles to Mlle.
Langlen, of France, and Mr.
Patterson, of Australia; and the
Ladies' Doubles to Mlle. Langlen
and Miss Ryan, of America. Mlle.
Langlen had already won the
Ladies' Singles on Thursday.

The chief match was put on
first. Mr. Tilden had the first
service, but began shakily, and
gave Mr. Patterson a fine start.
In the next game, Mr. Patterson
got Mr. Tilden on the run, only
to miss an easy volley, but—
with Mr. Tilden tentative—
his service pulled him through.
So far, it had not been great lawn
tennis. In the third game, Mr.
Patterson, for the only time in
the match, showed himself the
player of last year. He killed
the first two services with fore-
hand drives that Mr. Tilden could
not touch; Mr. Tilden, serving
kickers to the backhand, reached
vantage, and then made two
faults; and when Mr. Patterson
took a fast service very close up,
the return seemed to surprise him,
and Mr. Patterson got off cheap-
ly, with a chance to love; it was
nothing wonderful in love, but
Mr. Tilden failed over it. The
remaining games of the set went
with the service. Mr. Patterson
winning 6-2.

At the beginning, Mr. Tilden
had been feeling for the ball;
towards the end, he now and
again made some superb strokes.
So far, the match had fulfilled
the expectations of Mr. Patter-
son's supporters. He was serving
and volleying the returns, "ac-
cording to plan," and his mistakes
in the rallies could be cancelled
out against Mr. Tilden's.

At the beginning of the next
set, Mr. Tilden's good streak, as
it then seemed, continued. Hit-
ting splendidly, he won his service,
and then gave a foretaste of
what was coming by winning Mr.
Patterson's; it was not merely
that he won it with strokes, but
that he won it by cool thinking—
beating his man with balls to his
feet when he was up, and with
hard ones when he was back.
Mr. Tilden had got the
foothold he had been feeling
for, and Mr. Patterson, strug-
gling for purchase, was pulled
steadily over the line. Mr. Tilden
progressed to 4-1 and 5-3. Then
came his service to settle the set.

he began with four consecutive
faults, and it seemed again in the
balance. Mr. Tilden, however,
kept on attacking Mr. Patterson's
backhand, and ran to set ball; he
was brought back to deuce, and
then, Mr. Patterson again mis-
hit a backhand, and in the next
rally hit up a "dolly"—set all.

Mr. Tilden won Mr. Patter-
son's third service and the third
set 6-1. There was a glimpse of
the old Patterson at the begin-
ning of the fourth set; he picked
up from 15-40 on his service
and he killed the returns with
clean volleys. 2-2, 3-3, 4-4—
Mr. Tilden made his effort, and
reached 5-4 against the service.
In the next game, he helped him-
self to a point or two from Mr.
Patterson's backhand, and pre-
sented a specially malicious
twister to the weak spot, and it
gave him the game, set, match,
and the championship.

We have dwelt on the short-
comings of that loser's backhand
drive. He turns his forearm
round in a semi-circle before
playing it, and has been much
criticized for so doing. Last year,
his reply was to win points with
it outright; on Friday—against
Mr. and Mrs. Beamish—his back-
hand was uncertain; Saturday,
it could do nothing right. He made
no effort to adapt himself to the
new conditions, and he continued
to try strokes that needed the
most sure and delicate touch.
The failure of his backhand seem-
ed to affect the whole of his
game, and he was constantly
sparring when we expected him
to make a decisive stroke, as he
used to do last year. Only in
serving was he his former self.

Mr. Tilden came out in a new
light. We have regarded him as
a stroke player with a capacity
to do wonderful things when
pressed. On Saturday, he certainly
did make some brilliant strokes,
but he won as much on his
self-restraint as on his
strokes. In the first set, he
seemed to be playing without
purpose, but we were to learn
that he had a deep purpose: he
was searching for something—
Mr. Patterson's weakness on the
day when he had found it he
asked nothing better than to hit
heavily cut drives to the middle
of the backhand court.

GENERAL NEWS.

WHAT EVEN THE DEVIL DOESN'T KNOW.

"The thought of man is not
triable, for even the devil does
not know what the thought of
man is." Mr. Tomlin K.C., in a
case in the Chancery Division
before Mr. Justice Eve quoted,
amid laughter, the above dictum
of Chief Justice Brown, given
350 years ago, and referred to by
Lord Blackburn. Mr. Justice
Eve: What acquaintance had
Lord Blackburn with the devil?
Mr. Tomlin: Lord Blackburn had
none, and what acquaintance
Chief Justice Brown might have
had in the time of Edward IV.,
350 years ago, I am unable to
say. (Laughter.)

DEAFNESS

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of cost.

NEW G.O.C.

SUCCESSOR TO MAJOR GENERAL VENTRIS.

As is known by many, Major
General F. Ventriss, General Officer
Commanding the military forces
here, is about to retire, and we
learn that his successor will be
Major General Sir G. M.
Kirkpatrick, K.C.B., K.C.S.I., who
leaves England early in October to
take up his new post.

Major General Kirkpatrick is a
very distinguished staff officer, who
has seen much service. He has
done staff duty in South Africa and
in Canada, and at Indian Army
Headquarters. Since 1916 he has
been Chief of the General Staff in
India. He was born in 1856, son
of the late Sir G. A. Kirkpatrick,
K.C.M.G., ex-Lieutenant-Governor
of Ontario. He went
through the Canadian Military
College, Kingston, and then
entered the Royal Engineers
in 1883. For his work in
South Africa he was mentioned
in despatches and was made
Lieutenant Colonel. Just before
the great war broke out he was
Inspector General of the Australian
Commonwealth Military Forces.
He was promoted Major General
during the war and from 1914 to
1916 was Director of Military
Operations in India. Since then he
has been Chief of the General
Staff in India. Lady Kirkpatrick
was Miss Mary Dennistoun.
They have three daughters.

COMPANY MEETING.

RECONSTRUCTION OF HONG-KONG STEEL FOUNDRY CO., LTD.

An extraordinary meeting of the
Hongkong Steel Foundry Co., Ltd.,
was held at the office of Messrs
Gordon and Co. yesterday. Mr. F.
Maitland presided, and those pre-
sent were Messrs E. J. Grant, A. C.
Leith, Geo. Grimble (by his proxy
E. J. Grant), A. Button, T. F.
Hough, M. S. Northcote, K.
Hancock, and P. Tester.

After the acting secretary had
read the notice calling the meeting,
the Chairman said:
Gentlemen—Before we proceed
to the business of to-day I wish to
express and put on record our sense
of the great loss we have sustained
through the death of Mr.
A. G. Gordon. Mr. Gordon
was the founder of this
Company and his firm were the
General Managers. I am sure you
will all join me in expressing our
sympathy with his widow and
children in the great loss which
they have sustained through his
death. The present meeting has
been called as a consequence of
the death of Mr. Gordon. Mr.
Gordon's firm, Messrs. Gordon and
Co., were, under the terms of the
Articles of Association, General
Managers of the Company. Messrs.
Gordon and Co. is now being
wound up and as a consequence it
has become necessary to vest the
management in Directors. For
this purpose the Consulting Com-
mittee have caused entirely new
Articles to be drafted and this
draft has been opened to the
inspection of members as is
expressed in the notice calling
this meeting. These Articles are
drawn in an up-to-date form and
are as brief and simple as possible.
I will now put the resolution set
out in the notice calling the meeting
for the purpose of adopting these
new Articles in the place of the old.
The Chairman then proposed the
following resolution:—

"That the regulations contain-
ed in the printed document sub-
mitted to the meeting, and for
the purpose of identification
subscribed by the Chairman there-
of, be and the same are hereby
approved, and that such regula-
tions be and they are hereby
adopted as the Articles of the
Company, to the exclusion of and
in substitution for all the exist-
ing articles thereof.
Mr. Hough seconded and the
resolution was carried unanimously.
The Chairman intimated that a
congratulatory meeting would be
held on 9th September next at noon.

NOTICES.

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Auto strop razors.	Pinaud's Brillantine.
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GENT'S WIDE END TIES, PLAIN COLOURS SPOTS, & FCY.	Usual Prices, \$1.00 & \$1.50.	Sale Prices 75c.
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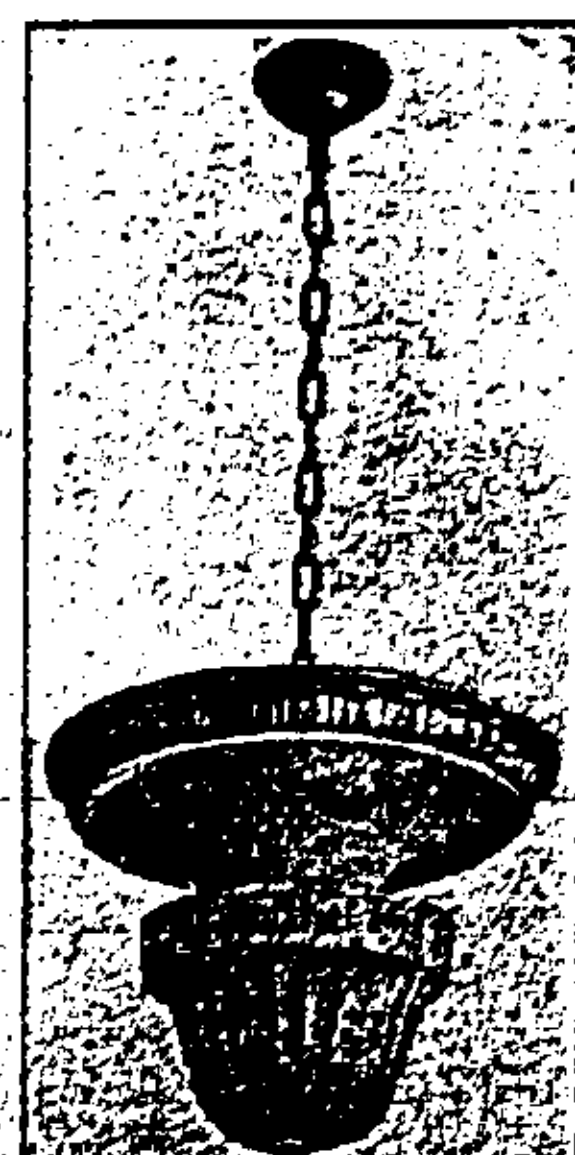
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LAWN TENNIS HONOURS.

A WORD TO THE YOUNG
PLAYER.

"An old Player" writes in the
Daily Chronicle.

At Wimbledon this afternoon
the challenger in the men's
championship single, who is an
American, will meet the holder
of the All England cup, who is
an Australian. So that, which-
ever way the fight goes, the
honours of lawn tennis in this
country will not fall to an Eng-
lishman.

On Thursday last the chal-
lenger in the ladies' singles cham-
pionship, Mrs. Lambert Cham-
bers, met and was defeated by
the holder, Mlle. Lenglen, so
that in this event also the hon-
ours passed from our shores. That
it was left for this wonderful
English player as Mrs. Lambert
Chambers has proved herself to
be, to meet the French lady
champion, shows how little pro-
gress has been made in lawn
tennis so far as our lady players
are concerned, for it must be re-
membered that this year's chal-
lenger was lady champion in
1903, and has surrendered her
position only five times since
that date to 1914.

LESSON OF THE DOHERTYS.

But our record of progress among
men players is even more dis-
couraging. Not since Mr. A. W.
Gore held the championship in
1909 has an Englishman held the
honour. And as far as can be
seen from the results of the meet-
ing that terminates to-day,
English lawn tennis players have
still a few more years to spend
in the wilderness.

It seems to be a fact that this
country has made no headway in
the game since the Dohertys
upheld the honours for us and
really made the modern game
what it is to-day. At their zenith
they were unapproachable. They
came into the game when it was
none too flourishing, and did more
than any other players to develop
it on the best and soundest lines
and show what it was capable of.
Other players since have brought
to it some impress of their own
personality and added a variety
of strokes, but in style and grace,
in finish and accuracy of play,
the Dohertys were consummate,
and their influence on the lead-
ing players of to-day is very per-
ceptible.

Unfortunately, of the leading
players of to-day very few are
English players, and none of
them can be said to have devel-
oped the game in the sense that it
has been evolved in Australia, New
Zealand and America. The lesson
of the Dohertys has been learned,
but not by English players, and
to-day we have no great players
to whom the younger generation
can look for guidance and in-
spiration.

DEARTH OF YOUNG PLAYERS.

One of the things that astonish-
ed our visiting players was the
dearth of talent among the young
generation. Nearly all our
first-class aspirants are approach-
ing the veteran stage, old hands
at the game, the survivors of a
brilliant era. Of young oncoming
players we give no sign.

It must be remembered that
when the championship honours
fell to Englishmen year after
year, no other country was taking
the game so seriously as we were.
The game was being steadily de-
veloped here, and when it reach-
ed a high level of excellence that
made it attractive to other
nations they simply took the
game over and brought it to its
present pitch.

America developed a series of
services that were new to the
game, and players from the
Colonies broke down the tradition
of "safety play" that was becom-
ing a besetting sin of English
tournament players. They show-
ed that it was the better policy in
the long run to beat their oppo-
nents by their good strokes than to
rely on their being defeated by
their own imperfections.

Lawn tennis suffers from two
disabilities in this country. It is
one of the defects of its quality
that one does not need to be a
much more than average player
to get an extraordinary amount
of enjoyment out of the game.
There is no positive incentive to
be a "crack" player. We still
regard it as an exhilarating re-
creation rather than as a sport to
excel in. Our clubs are social
gatherings, where the standard of
play is not the first consideration.

CINDERELLA OF GAMES.

Then, again, so much of our
young athletic talent finds its
way into other channels. Foot-
ball and cricket are our national
games. Lawn tennis is still some-
thing of a Cinderella, looked ask-

IN THE ARMY.

UP-TO-DATE MENUS FOR
THE MESS-ROOMS.

The British soldier to-day is
much better fed than was the
man of pre-war days.

An insight into the Army's
catering arrangements is supplied
by the War Office Publicity De-
partment, who say that the un-
satisfactory cooking and serving
of the soldier's ration of pre-war
days are now no more, and that
improvements in this respect con-
tinue to be made. Improved
training is also given to the
cooks.

Following are typical meals
taken from the diet sheets:

Breakfast.—Porridge with gol-
den syrup, tea, bread, bacon.

Dinner.—Roast meat, baked
potatoes, cabbage, macaroni pud-
ding.

Tea.—Tea, bread, cold boiled
ham or bacon.

Supper.—Bread, vegetable and
pea soup.

Breakfast.—Tea, bread, fried
steak and gravy.

Dinner.—Stewed steak, boiled
potatoes, ragoon beans, jam roll.

Tea.—Tea, bread, margarine,
oatmeal scones.

Supper.—Bread, margarine,
tinned salmon.

Before 1914 the full ration cost
1s. 6d. a day; at the present
time it would be 2s. 7d., but in
consequence of modification the
cost is now only 1s. 10d.

RIGHT TO USE NAME OF
"WINDSOR."

KING'S PROCLAMATION
CITED.

Right to the use of the term
"Windsor" by a quartet of glee
singers was the subject of an
action before Mr. Justice Sargant
in the Chancery Division re-
cently.

During the hearing counsel for
plaintiffs said the defendant
asserted that if one wanted to
call his goods "Windsor," or a
company "Windsor," one had to
get the consent of the Lord Cham-
berlain.

He (counsel) had looked at the
proclamation by which his
Majesty assumed for himself and
his family the name of "Wind-
sor," and there was no suggestion
of any such claim of right, even
if by proclamation the King could
alter the common law.

Plaintiff quartet sought to re-
strain defendants from performing
under the title of the "Windsor
Singers."

Until March last defendant
quartet called themselves either
"St. George's Singers" or the
"Windsor Castle Singers" and
their defence was that the Lord
Chamberlain, as representing the
King, could alone give any one
the right to use the name of
Windsor since his Majesty had
assumed the name of Windsor.

Express permission had been
granted to them by the Lord
Chamberlain to use the title
"Windsor Singers."

Mr. Justice Sargant granted an
interim injunction against de-
fendants, and refused a stay
with a view to an appeal.

ance at by our heads of public
schools. It is not considered
manly enough for our young
Barbarians. So long as this point
of view persists, so long will the
game be robbed of a wealth of
talent which in other countries
goes to the making of champions.

At the same time, in spite of
these drawbacks, it will not be
like us to surrender the mastery
of this or any other form of sport
to another country without a
supreme effort. And it is to the
younger generation that we look
for the necessary exertion to win
back our lapsed honours.

A disadvantage we suffer from
in this country is a lack of hard
courts. There is no doubt that
the game is best learnt on a hard
court, where play is possible for
most part of the year. I should
like to see some good hard
courts in our public parks and
attached to golf clubs. It would
be a good thing, too, if clubs
could maintain a professional
teacher, for not only could he
prevent young players from
developing bad and careless
styles, but his skill would always
be an incentive and encourage-
ment to first-class play, and help
to lift the game out of the pet-
ball stage to which it is apt to
degenerate in most local clubs.

Finally, the game must be
organised for victory. We have
a lot of lost ground to recover,
and we shall only get it back by
concentrated effort made under
the best and most stringent
conditions.

TOLL OF INFLUENZA.

THE GREAT EPIDEMIC
UNSOLVED.

The Times medical correspond-
ent writes:—A further report on
the great influenza epidemic has
been issued by the Registrar-
General. Though it cannot be
said that very much fresh light is
shed on the mystery by this docu-
ment, there are, nevertheless,
certain important points which
deserve the attention of the
public.

The report states that the
deaths allocated to influenza dur-
ing 1918 numbered 112,329, the
males being 53,883 and the
females 58,446. The males in-
cluded 7,391 non-civilians, and,
deducting these the deaths of
civilians corresponded to a mor-
tality of 3,129 per 1,000,000
civilian population.

"No such mortality as this,"
continues the report "has ever
before been recorded for any
epidemic in this country since
registration commenced, except
in the case of the cholera
epidemic of 1849, when the mor-
tality from that cause rose to
3,033 per 1,000,000 population.
None of the previous outbreaks
of influenza can compare in mor-
tality with that of 1918-19. Dur-
ing the 48 weeks, June 23-May
10, the total deaths allocated to
the disease were 151,446, includ-
ing 140,939 of civilians, the cor-
responding civilian death-rate for
these 46 weeks being at the an-
nual rate of 4,774 per 1,000,000
population."

It is pointed out that the
mortality attributed to influenza
does not represent the whole of
that caused by it. The entries
under other headings, especially
those of respiratory disease, were
always bound to increase during
an epidemic, and though that did
not occur in 1918 to the same
extent as in other recent out-
breaks, allowance must be made
for these increases in mortality,
allocated to other causes but
really attributable to influenza,
it endeavouring to measure the
loss of life caused by the
epidemic.

With regard to the deaths of
females, when pneumonia, bron-
chitis, heart disease, and phthisis
are included, the deaths attribut-
able to the epidemic during the
third quarter of 1918 were 7,741,
and during the fourth quarter
62,240. The figures for males for
the same quarters were 8,083 and
51,359 respectively.

The really astonishing feature
was the sudden change of age in-
cidence. In earlier years in-
fluenza was less important under
55 years and more so above that
period. In 1918-19 this position
was suddenly and violently re-
versed. Those under 35 died in
appalling numbers; those over 55
seemed to be relatively safe.

ATTACKING POWER OF THE
GERM.

"It may be doubted whether
so sudden and so complete a
change of incidence can be par-
tially in the history of any
other disease," continues the
report, "yet all the weight of
medical testimony goes to
show that the influenza of
1918 was essentially the same as
that of former years. Attempts
have been made to explain the
change as due to alteration in
the circumstances of the popula-
tion. Thus it has been suggested
that aggregation of young women
in munition works in 1918 may
partly account for their specially
heavy mortality. No simple
explanation on these lines is
possible. The alterations in age
incidence accompany the in-
creased prevalence and fatality
of the disease in 1918 seems to be
more easily explained by a
sudden change in the infecting
organism than in the soul pro-
vided for its growth."

Some difference was noted
between the effects produced by
the various waves. For example,
the second wave seems to have
resulted in more cases of heart
disease than any of the others.
This difference, however, cannot
be explained. The disease was
essentially an entity. It pecu-
liarly lies almost wholly in its
unexampled virulence.

We are thus left face to face
with the question, still unanswer-
ed. "What are the cause which
from time to time endow a
comparatively harmless malady
with ferocious strength, enabling
it to destroy its thousands of
victims?" These causes may be
in the resisting power of the
population; more probably they
lie in the attacking power of the
germ. If we could gain some
idea of the principles at work it
might be possible, in the future,
to protect ourselves against
another such calamity.

NOTICES.

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MONDAY, August 16th.

FOR THREE DAYS ONLY.

Cellex Cellular Vest & Drawers.	Per suit.	\$2.00
Black Cotton Half Hose, Morleys.	.. pair,	.75
Striped Cotton Shirts, Summer Weight.	.. each	2.50
Soisette Shirts, Summer Weight.	..	2.50
Pyjamas Cotton.	.. suit,	2.50
Boots, Large Sizes, 9, 10 and 11.	.. pair,	10.00
Ties Wide End, Fancy.	.. each	.75
Pearocks Military Soles and Heels.	.. pair,	1.50
Merella Pyjamas All Wool.	.. suit,	8.50
"B.V.D." Vest and Drawers, Soisette.	..	3.25
Summer Underwear, very thin, various shades.	..	2.25
A few All Wool Vests, slightly damaged.	.. each	1.00
Leather and Leather bound suit cases.	.. 25% reduction.	

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SIR "EXIT" GEDDES, M.P.

WORRIED MINISTERS.

Mr. J. M. Hogge, M.P., writes in a Home paper:—
The Government, despite its superficial show of strength, is not so strong as many people believe. It is becoming increasingly evident that, but for the occasional stage-managed appearances of the Prime Minister, the show does not attract big office receipts. I have referred before to the loosely worded phraseology of Ministerial answers and statements, particularly in regard to Mr. Bonar Law. Since I did, Mr. Churchill has been at the same game. His study in scarlet led him actually to see the looms at work on the new clothing of the Army; but when it came to defending his Government, not a single order had been given to anybody. Succeeding Churchill we now have Sir Eric Geddes. Full of wrath that Mr. Asquith should ever dream that he lay on his back, he had massed a grand attack on Paisley. Was not Mr. Walter Runciman a prodigy of the "Old Gang," and had he not made agreements which were losing the State money? That was the argument and Sir Eric saw Mr. Asquith knocked out and taking the count. He did not, but that is by the way.

SHIFTY METHODS.

The men involved were Mr. Runciman and Sir Albert Stanley. Whatever subsequent explanations are forthcoming, the point to remember is that in one and the same speech Sir Eric gave two stories of the same incident. In one Sir Albert Stanley (now Lord Ashfield) agreed with Sir Eric that the agreement must be scrapped. In the other he was made to agree on a consideration. We shall get the explanation in the House, but meanwhile why all this crookedness? Why this resort to the methods of the frightened school-boy who is afraid of the tawse? Why is it becoming a habit among Ministers of the Crown? Why can't they be square with the House of Commons? It is yet another straw which shows how the wind is blowing. Once a great Government resorts to such shift and shifting methods, there is something rotten in the State of Denmark.

ONLY ON PAPER.

I have always contended that the Government could be attacked most successfully through finance. When the Independent Liberals began their opposition they saw that and for months were the only people who did anything. Now, after a long interval of time, Lord Rothermere and others are following up in the wake. What a pity those critics do not come in at the beginning. Like America, they only come in at the end of the war. Take the present case—the Ministry of Transport. The first attack was made on March 10 by the Independent Liberals. On that occasion they demanded reductions. They divided the House and were beaten in the Lobby by the Government. There was no chorus in the newspapers. Then the National Expenditure Committee took it in hand and recommended weeks later what the Independent Liberals had suggested. Then the press took a hand, and Sir Eric Geddes came forward with a proposal to save £85,000 instead of the £70,000 suggested. On paper it looks as if something were being done, but it is only on paper. The £85,000 is not a real saving at all. It is only a blind. All that it means is that £80,000 of it which might have been spent in appointments not yet

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From HAMBURG AND ROTTERDAM.
The Steamship
"SWAZI"

having arrived. Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Hols Wharf, Kowloon, whence delivery may be obtained. No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after 13th August will be subject to rent. All claims against the steamer must be presented to the undersigned on or before 30th August 1920, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 13th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by
THE BANK LINE LTD.
General Agents.
Hongkong, 6th August, 1920.

made is not to be spent. The solid fact remains that there is not a single penny of reduction made in any of the great departments ruled over by the grandiose directors general. The exponents of economy are all off full cry after Mr. Walter Runciman and Lord Ashfield, and the directors general are laughing. Of course the Independent Liberals are not to be caught in the charge. The Ministry of Transport certainly puts no one into any sort of transport. It is an old man of the sea, a perfectly unnecessary luxury which could easily be dispensed with and ought to be.

HUSBAND'S PENSANCE AT A LETTER-BOX.

A man charged at Willesden admitted that he had taken £3 belonging to his wife, and to punish him she had locked him out all night. Next morning she made him pass the money through the letter-box before she would let him in to breakfast. The woman said it was her own money earned as a waitress, and she had a right to get it back the best way she could. The husband was fined £5 for assaulting his wife.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

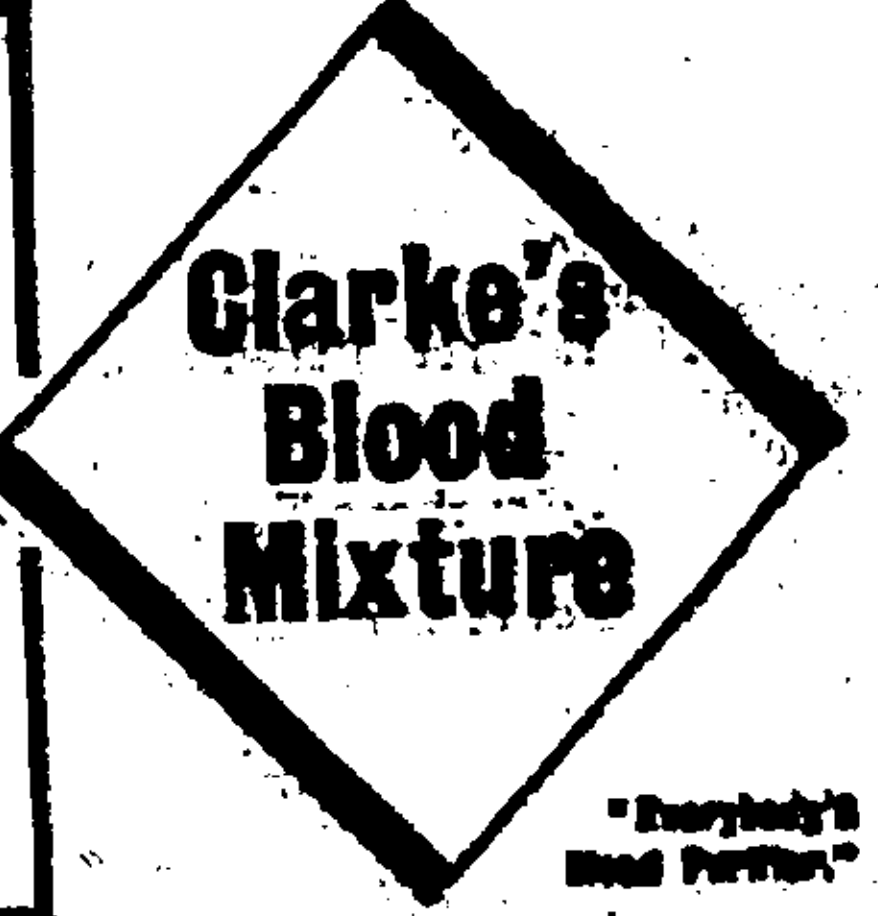
MECHANICAL AND

ELECTRICAL

ENGINEERS.

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LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
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BUTTERFIELD & SWIRE, AGENTS.
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Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Eczema, Boils, Pimples and Eruptions, Piles, Rheumatism, Gout, etc.
should realise that these complaints are the symptoms of deep rooted blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.
The One Way to Real Relief,
complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 50 years' standing promptly attacks, overcomes and expels the impurities, that's why so many lasting cures stand to its credit. Pleasant to take and harmless to old and young alike.
Of all Chemists and Druggists.
Don't be led to try a Substitute.



BRITISH DIVORCE LEGISLATION.

A DECISION OF 1857.

The recent legislation in England on divorce recalls a judgment given at Warwick in 1857 by Justice Maules. I gave a great impetus to the change in the law which was already contemplated and which culminated in "An Act to amend the law relating to Divorce and Matrimonial Causes in England," which received the Royal Assent on August 28th 1857, coming into operation on January 1st, 1858. The following are Mr. Justice Maules' remarks, as reported in the *Times* of January 27th, 1857:—
"Prisoner, you have been convicted upon clear evidence; you have intermarried with another woman, your lawful wife being still alive. You have committed the crime of bigamy. You tell me, and indeed, the evidence has shown that your first wife left her home and her young children to live in adultery with another man. You say this prosecution is an instrument of extortion on the part of the adulterer. Be it so, I am bound to tell you that these are circumstances which the law does not in your case take notice of. You had no right to take the law into your own hands. Every Englishman is bound to know that when a wrong is done, the law, or perhaps I should rather say the constitution, affords a remedy. Now listen to me, and I will tell you what you ought to have done. Immediately you heard of your wife's adultery you should have gone to an attorney and directed him to bring an action against the seducer of your wife. You should have prepared your evidence, instructed your course and proved the case in court and recollect that it was imperative that you should recover. I do not mean actually obtain substantial damages. Having proceeded thus far, you should have employed a proctor and instituted a suit in

the Ecclesiastical Courts for a divorce *a mensa et thoro*. Your case is a very clear one, and I doubt not you would have obtained your divorce. After this step your course was quite plain; you had only to obtain a private Act of Parliament to dissolve your marriage. This you could get as a matter of course upon payment of the proper fees and proof of the facts; you might then have lawfully married again. I perceive, prisoner, that you appear scarcely to understand what I am saying to you, but let me assure you these steps are constantly taken by persons who are desirous to dissolve an unhappy marriage it is true, for the wise man has said it, that "a hated woman when she is married is thing that the earth cannot bear," and "a bad wife is to her husband as rottenness to his bones." You, however, must bear this great evil, or must adopt the remedy prescribed by the constitution of your country. I see you would tell me that these proceedings would cost you £1,000, and that all your small stock-in-trade is not worth £100. Perhaps it may be so; but the law has nothing to say to that; if you had taken these proceedings you would have been free from your present wife, and the woman whom you have secondly married would have been a respectable matron. As you have not done so, you stand there a convicted culprit, and it is my duty to pass sentence upon you. You will be imprisoned for one day."

DANGERS OF SHALLOW-WATER DIVING.

It was stated at an inquest on Mr. George Vickery, a Ham-mersmith visitor to Teignmouth, Devon, that he dived from a wheeled board into two feet of water, and sustained a broken neck. The coroner declared that all diving boards must be so placed that those who used them could dive into at least four feet of water, and the owner of the bathing machines gave an undertaking that this should be done.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is 35s per annum. (Payable in Advance.)

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 17, 1920.

THE TALKER TALKS.

The Chinese problem—that is, the problem of putting the government of China on a sound and stable basis, and the bringing in of that era of peace and unity which we have all talked about for years without number—is something like a Chinese puzzle. Innumerable writers and speakers have tried to find the solution, but that nobody has succeeded is evident from the fact that the country is as unsettled to-day as ever it was. But now come forward one who, with characteristic assurance, tells us that he can straighten things out without any difficulty whatever. This man is Sun Yat-sen, first Provisional President of the Chinese Republic, and incidentally rather more of a talker than a doer. In his address to the visiting American Congressmen, he said: "I have found that the key to the problem of how to settle the present confusion in China is to abolish the Twenty-One Demands. If the Twenty-One Demands can be abolished, there will be no more confusion." It is true that there is a very important proviso in Dr. Sun's prescription, an "if" that might easily stand in the way of bringing his scheme to fruition. But we imagine that that does not greatly worry China's most talkative adviser—he has spoken, so what more is there to say?

But, unhappily, the bringing of peace and concord to China is not such an easy matter as that. The inference from Dr. Sun's declaration is that the whole of China's unrest is attributable to these now famous demands of Japan. In other words, had they never been made, China would to-day have been a united and prosperous country, with every promise of a continuation of this happy state of affairs. But that is, we fear, assuming rather too much. China was a divided and disunited country long before these demands were ever put forward. Indeed, it would tax our memories to recall the time when conditions were otherwise. It is very soothing and reassuring to be told that if only these demands could be got rid of, all would be well. But China's eternal dissension rests on other causes than these. True, Japan's policy towards China has had the effect of setting party against party and maybe increasing the trouble. But had these demands never been put forward we have not the slightest doubt that political wrangling and party intrigue would still persist in China, with the same disastrous results to the country as are being felt to-day. Dr. Sun would have the world believe that the present unrest is all due to a conflict between the patriotic and liberty-loving section of the populace (of which, of course, he is one) and those others who are willing to sell China's rights and sovereignty so long as they themselves profit by the transaction. We prefer to believe that that is a complete distortion of fact.

The whole trouble with China is that she is at the mercy of contending groups of dishonest, self-seeking men and parties. Those who hold office want to keep their positions—not because they are anxious to serve their country so much as to serve themselves. Those who are out in the cold are willing to go to any lengths to get nearer the joys and comforts of office. It is nothing but an unholy scramble for power and all that goes with it; and even now, after the latest reshuffle in Peking, we cannot say that we are sanguine of any marked change for the better. For Dr. Sun to say that if this question of the Japanese demands were got out of the way, the rest would be easy—well, that can be written down as so much sheer nonsense. From his own experience Dr. Sun must know that there are other and deeper factors than this one issue. He was the man who, when he came to Canton on the establishment of the so-called Military Government there, was going to bring unity to China. But he soon found that Canton was a rather uncomfortable place, even though he was surrounded by supposed friends. Why did he disappear without having accomplished one solitary bit of constructive work? Was it anything to do with the Twenty-One Demands? Of course it was not. He made his exit because he could not retain power any longer. To put it in another way, party squabbling, differences amongst his own followers, was the reason. And the very same cause (party strife) accounts for the present state of affairs in Peking. Between the

NOTES & COMMENTS.

HAPPY HAIPHONG.

We were very pleased to receive from a friend of ours in Haiphong one or two interesting items which we printed yesterday, but we can imagine that many of our readers, in company with ourselves, felt a little envious of the Haiphong folk when they learned that houses can be obtained there at \$30 to \$40 per month. Not small poky, little things, but five or six-roomed houses in a good locality served with electricity. That's a little different to a three-room flat in Kowloon, costing \$135 a month. And the correspondent went on to tell us that the Government has sternly repressed profiteering, one Chinese landlord, who began raising his rents, being fined \$1,000 and deported for a year. We all know what has been allowed to happen here and we also know the attitude of the Government—an attitude so lacking in determination to protect householders, native as well as foreign, that it amounts to an encouragement. In fact, our Haiphong correspondent tells us that a number of wealthy Chinese there are contemplating selling up and migrating to Hongkong where they could invest their money in house property and play the rent-profit without interference. When we read of such things as this we have an even greater realisation of how much could have been done in the interests of Hongkong residents. The Governor's recent threat that the establishment of a fair Rents Board would take place if profiteering went on seems to have had little or no effect, for frequent instances are coming to our notice where landlords are getting an income on household property out of all reasonable proportion to the capital invested. The matter is one that affects the large native population even more acutely than foreigners and it is high time something was done to put a check on a tendency that will develop into a serious matter before long. Or is Hongkong destined to become the landlords' Mecca?

DISPOSING OF REFUSE.

Not so very long ago there was a meeting of the Sanitary Board at which the President (Mr. G. R. Sayer) made reference to Hongkong's present system of dumping refuse at sea in which he admitted that the system was open to many objections. We agreed with him, and are of opinion that his proposal to dump the refuse in a bay somewhere on the Kowloon Peninsula, and so utilise it for reclamation purposes, is also open to many objections. In fact, the whole system of refuse collection and disposal here is about as antiquated and inefficient as it possibly could be in a modern city. There is very little that can be advanced in defence of the man-handled "dust carts" that slowly perambulate our streets, and there is a valid objection to the continuance of the "dumps" on the Praya. There is no need to continue a system that necessitates the use of launches, and still less need to dump a lot of disease-breeding refuse on a foreshore for purposes of reclamation, no matter how far removed from a populous district that foreshore may be. What we really need is something similar to what has been adopted for Singapore, namely, the institution of a service of covered-in motor vehicles serving the various districts, giving speedy removal of the refuse to an adequate and properly equipped incinerator.

BURN IT.

We already have a crematorium at Kennedy Town in which the carcasses of animals found unfit for human consumption are destroyed, and, from the annual report of the Colonial Veterinary Surgeon, which has just been issued, we learn that a quantity of other refuse was destroyed also. Could not this establishment at Kennedy Town be modernised and extended to cater for the destruction of the whole of the Colony's rubbish? If it could be, it would do away with the objectionable dumps in the City, it would do away with the necessity of using launches (which cannot operate in typhoon weather, thus causing the formation of evil-smelling heaps of refuse), and it would knock on the head the desperate idea of littering a foreshore. There is everything to commend the idea of a quicker collecting service and a modern disposal depot, and we trust "when the matter" of refuse disposal is again before the

DAY BY DAY.

ONE OF THE GREAT LESSONS OF LIFE IS TO LEARN NOT TO DO WHAT ONE LIKES, BUT TO LIKE WHAT ONE DOES.—Hugh Black.

During last year, 12,998 cases came before the Hongkong Police Magistrates' Courts, as compared with 10,051 in 1918. There were 16,189 prisoners.

A petition for the winding-up of The Hastings and Hodge Co., Ltd., made by the Tak Wing firm, is to be heard on the 28th inst. at the Supreme Court.

Mr. Montargis has taken over the management of the Banque Industrielle de Chine, in the place of M. Rouet de Journel, whose death occurred recently.

The number of marriages solemnized during last year in Hongkong was 142 as compared with 115 in 1918. The number contracted at the Registrar's Office was 15. In 1908 it was 26.

The expenditure of the Hongkong Magistracy last year totalled \$40,774.23 (a decrease of \$29.95 compared with 1918), whilst the revenue was \$90,851.36 (or \$21,241.97 more than the previous year).

The Criminal Sessions set down for this week will be postponed owing to the Full Court sitting. They will be formally opened at 10 a.m. to-morrow (Wednesday) and adjourned until 10.30 a.m. on Monday next, 23rd inst. Jurors need not attend until Monday.

Amongst forthcoming weddings are those of Mr. M. E. F. Airey, Superintendent of the Eastern Extension Telegraph Company, whose bride, Miss Caroline F. Channay, of Sydney, is expected here by the St. Albans on 26th inst.; and of Mr. J. A. Stewart, well-known footballer, of Taikeo Dockyard staff, to Miss Mary McCubbin, daughter of Mr. J. McCubbin, Manager of the Gas Works.

At about 10 o'clock last night the Police from No. 7 Police Station raided a house in Po Tuck Street and arrested sixteen Chinese, amongst whom was a man who will be charged with being in possession of a revolver and several rounds of ammunition. It is held that this gang is composed of dangerous characters who have been giving much trouble to the Police of the district. They will all be brought up for trial before the Magistrate to-morrow.

From a tabulated list of offences tried at the Hongkong Police Courts last year we see there were 1,224 cases of simple larceny with 1,351 prisoners; 360 gambling cases (1,703 prisoners); 210 cases of arms and ammunition smuggling (256 prisoners); Licensing Ordinance prosecutions, 1,119 cases (1,373 prisoners); nuisances, trespasses and similar offences, 2,442 cases (2,335 prisoners); and traffic offences, 3,304 cases (3,473 prisoners).

The important announcement has been made by the General Manager of the Canadian Government Mercantile Marine that a service is to be established at an early date between Eastern Canada and India and the Far East, and that this service may be followed by a similar service from the Pacific Coast to China and ports on the Eastern Coast of India. The first sailing will be that of the Canadian Conqueror towards the end of August from Montreal. This vessel is one of 8,400 tons and is now under construction in the Canadian Vickers yard in Montreal.

Sanitary Board that one of the elected members will urge the installation of something similar to what is here suggested. By the way, we notice that 60 cart loads of old papers, books and miscellaneous goods from Government offices and private firms were destroyed at Kennedy Town during 1919, as against only 19 cart loads in 1918. Does that show that the Government has been clearing out a lot of old rubbishy papers, making room for newer documents? If it does, we hope that the Government will also get rid of some of its old-fashioned ideas and incorporate in its general policy something a little more up-to-date. Why not start with this refuse disposal business?

AN ISLANDER'S DAIRY.

(BY "AJAX")

The series of motor-car accidents—tragic or otherwise—that have occurred in the Colony lately has brought forth various comments against the Public Works Department, joy-riders, road hogs, etc. In fact, on one has been immune from blame. We blame the coolie who stands in the street, quite unconcerned, oblivious to the fact that a motor-car is passing at his heels, and the chauffeur who makes daylight and darkness hideous with his discordant tootings. We blame the chauffeur when we see him drive in his superior supercilious way and we heap abuse upon the P. W. D. as we motor round the Island and twist and squirm round our hair-pin bends and gradients that seem like precipices. Destructive criticism is always easier than the constructive variety, and it is easier to attach blame than to remedy a state of affairs which seems to grow worse daily, and certainly will grow much worse before it grows better unless drivers are taught to be more careful in driving, and to sound their horns whenever they take a curve. Our roads have gradients and bends that will always be a source of danger to motor-cars. These are often close together and as everyone knows who has driven a motor car, if a steep hill has to be negotiated, the engine must be made to take the hill with a rush. But it must be confessed that our motoring roads are getting better. Many a dangerous corner has been widened, and gaping precipices fenced by walls and railings. The Public Works Department, no doubt, will continue to carry on the good work. The Chinese coolie may in the near future develop a "sixth sense"—a sort of a "city sense". For countless ages the Chinese have lived and died in a world that moved at a walking pace, and it would be interesting to know whether their language has such a word as "hurry" in it.

There are certain things in this connection that have to be brought home to the public. One, as far as the chauffeur is concerned, is a sense of responsibility. If a man can use the steering wheel fairly well he becomes a driver, gets a licence, and, lo and behold, he is duly installed as Ying Wow No. 1 driver, resplendent in gilt buttons and gay uniform. Does any master or owner of a motor car believe that his chauffeur realises the full responsibility he is called upon to shoulder? The driver's days have been spent among a community where life is not accounted of much value, as a Chinese resident remarked when approached for a subscription for the victims of the Canton floods a couple of years ago—"Maskee, too muchee man Canton side". The drivers of motor cars in Hongkong, being drawn from the lower class, would no doubt heartily concur in the above sentiments, and attach little value to their human cargoes. To put a forty to fifty horse-power machine, weighing nearly two tons and capable of a speed of from fifty to sixty miles an hour, and of a momentum of goodness knows how much, into the hands of such a man is, to put it mildly, asking for trouble, and it is a tribute to John Chinaman's dexterity that accidents are not more common.

The drivers, on the other hand, have many things to contend with. Not only have they congested roads to negotiate, but often the command of the occupants of the car to drive fast. In such cases it is a European who is often to blame. Again, in wet weather on tarred roads, such as are found in Victoria, no driver and no car can be quite immune from accidents. Such roads on a wet day present no grip whatever to the tyres, and the only way to avoid accidents is either to drive slowly or to use chains for the tyres. I hear that His Excellency the Governor's motor car came to grief only a few days ago when the road was wet, although the tyres were new and everything in perfect order. In cases of side slip, a car will do the "jazz" or the "two-step," despite all attempts at righting it on the part of the chauffeur. The old rule for a successful day's fishing may be applied to motor driving. The first rule is drive carefully; second, drive even more carefully;

FANLING TO CASTLE PEAK.

IMPROVING THE ROAD.

In his annual report, the Director of Public Works reports as follows on the metalling and tarring of a portion of the Fanling to Castle Peak Road—Arrangements were made in January for the macadamizing and asphaltic painting of that portion of the road extending from Fanling to Mai Po, a distance of 5½ miles. By the end of 1919, 4½ miles had been completed.

A new contract for similarly surfacing a further length of the road, 11 miles in all, from Mai Po to Castle Peak Bay, was let in November and the work was in progress at the close of the year. 1919 Estimates, \$50,000,000. 1919 Expenditure, \$26,947.59.

and the third, drive even still more carefully, and remember that a heavy car, excessive speed, wet roads and hair-pin bends are a combination that even the Angel Gabriel or Solomon could not really cope with.

Queen's Road East, from Arsenal Street, is at present a source of danger to motorists by the reason of the fact that bricks, poles, etc. are allowed to be piled up on the street in front of buildings that are being pulled down so as to widen the road. In almost every case where bricks and poles are allowed to lie on the roadside, thus narrowing the thoroughfare considerably, the work of pulling down the portion of the structure required for the scheme of widening the street has ceased. Surely, here is a matter of greater importance than taking out summonses against owners of motor cars because their cars happen to be on the roadway for a few minutes. Queen's Road from Arsenal Street to the Wanchai Market is a very important artery, used at all times of the day and night by motorists and pedestrians, and something should be done by the Police to control the traffic in this region. It is on this road that accidents often occur, and for the whole length it is seldom that more than a single policeman can be seen. In Wanchai, Caine Road and many parts of the Colony a big car almost fills the road, and though in point of actual size the difference between a large car and a medium one may appear infinitesimal, yet in actual driving there is a big difference. A small motor car can thread its way about in dense traffic, can slip in and out, but not so a seven-seater car.

A real menace to the lives of people who go out motoring to Repulse Bay is the way cars take corners without blowing their horns. Many a time two cars have been confronted with a most serious situation at the bends, and until owners insist upon their chauffeurs always blowing their horns when taking a curve accidents on the road will be a matter of common occurrence.

A few elementary lessons would be a godsend to Chinese chauffeurs. Most of these drivers do not seem to know that a car practically steers itself. The speed of a machine should be constant or nearly so. Quick acceleration means quick reduction of one's banking account, besides big tyre and gasoline bills. The Oriental chauffeur uses the steering wheel badly. In taking corners there should be none of that disagreeable swing felt by rear occupants, which causes the passengers to clutch the sides of the car. What we need at present in Hongkong, as far as motoring is concerned, is a really well-managed motoring school. And the Police must be stricter in future in the issue of driving licences. It is a fact that a good many people who own driving licences are not altogether competent to take a car out into the streets. All the talk about a speed limit in the Colony for motor cars is well and good, but who is going to prosecute those who violate this law? Where are we to get the Police for duty on the motoring roads to decide when a car is exceeding the limit laid down? The whole question bristles with difficulties. Probably, the Hongkong Automobile Association could tackle the problem and make representations in the right quarters, but summer is now far advanced, and the Association apparently has gone off to sleep, to awake probably in the winter, only to find that the subject is not so pressing then.

TO-DAY'S MISCELLANY.

We continue to receive many reasons advanced for the audience standing at the Hallelujah Chorus, says a Home paper. One opinion is that "Overpowered by the beauty of the music, the King (George II.) sprang to his feet, thus setting an example to the people, which is followed to this day." But one who has sung many times in this famous chorus thinks that the audience's rising is due neither to the King nor the composer's memory, but because it is the "great pious of glory and worship" sung in honour of the "King of Kings," the "Lord of Heaven," a reason that seems to us well and truly founded.

Dr. Brent, who preached at the 700th anniversary of Peterborough Cathedral, is better known in England than any other Canadian dignitary. He became a leading theologian in the American Church, and he had frequently refused important bishoprics before he accepted his present sea of Western New York. On his former visits to England he was missionary Bishop of the Philippines, and the title of his diocese caused comic confusion. He was sometimes introduced as "Bishop of the Philippines," and the guests at a London dinner party were once startled by a flunkey announcing "The Lord Bishop of the Philistines!"

More than a year ago, in one of the few speeches which Mr. Lowther makes outside the House, he said that he felt his time was drawing to a close. At that date the Speaker estimated that he had listened to 35,840 speeches during his tenure of the chair. A good deal of oratory has flowed at Westminster since then, but the president shows no signs of weariness. He completed 15 years' service last month, to which have to be added other ten as Chairman and Deputy-Speaker, which in some respects is a more laborious post than the Speakership. Mr. Lowther's election in 1905 took place in the middle of a Session, and that precedent is likely to be followed this year, when his successor will be chosen.

Overalls, which were to have protected us from tailors' and dressmakers' overcharges, enjoy a very limited favour—and the German paper suits which have made their appearance in London will probably share the same fate. The fact that one may wear a new suit every week, and yet spend less in the course of a year than if one ordered a single suit from a West-end tailor, will not make a wide appeal. Samples of these suits, it is said, were permitted to pass the Customs at the declared value of 10d. per article, and they can be sold retail from half-a-crown upwards. The prospect of encountering a thunderstorm when clothed in paper, even of "the best class of texture," is appalling to contemplate.

Now that there seems to be a revival of the political play it is curious (writes a correspondent to a Home paper) to watch the attitude of the audiences. Political plays have always included a certain amount of sarcasm at the expense of politicians. There have been few without a cynical old politician whose heart, we were assured, was in the right place, though his comments on affairs were not calculated to increase reverence for the great principles of democratic government. But he was also furnished with a foil, another politician whose business it was to mouth excellent sentiments of the "Trust the people" order, to the cheers of a pit and gallery that were anxious to stone for the sanction given by their laughter to the other point of view. The cynic was always the more amusing, but the hero who believed in people and things is—or was—sure of his rounds of applause. It is not always so nowadays (adds the correspondent). The sneers are received not merely with laughter but with approval, and the unfortunate hero may declaim the nobler sentiments without any sign of appreciation. What is the reason? Is it that faith in words is dead, and that there are no longer believers in perorations? Anyhow, politicians with their autumn eagerness in view will be well advised to take note of the symptoms. It is something more than an old

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HONGKONG POST OFFICE.

A YEAR'S WORK.

We take the following from the annual report of the Postmaster General for 1919.

MAILS.

The number of mail bags and packets despatched from Hongkong during the year amounted to 144,592 as against 133,162 in 1918, an increase of 9,430; the number received was 133,754 as against 126,225, an increase of 7,529.

The number of mail bags and packets sent in transit through the Colony amounted to 90,428 as against 91,562 in 1918, an increase of 8,566.

Boxes and baskets in transit amounted to 10,169 as against 11,307, a decrease of 1,138.

4,549 steamers carrying mails arrived and 6,463 left in 1919 as against 4,501 and 5,697 respectively in 1918.

REGISTRATION AND PARCELS.

Registered and insured articles handled by the General Post Office amounted to 953,535 as against 882,626 in 1918, an increase of 70,909.

Parcels ordinary and insured, handled by the Post Office, amounted to 219,143 as compared with 201,660 in the previous year, an increase of 17,483.

REVENUE AND EXPENDITURE.

The total revenue from the Postal Service in 1919 amounted to \$450,956.75 being \$22,921.87 more than that collected in 1918. The net expenditure after deducting the sum of \$109,821.37, arrears of Transit Charges recovered from other Administrations, amounted to \$104,073.87, being less than that of 1918 by \$2,033.82.

The balance of revenue over expenditure amounted to \$345,932.88.

The increase of revenue from the sale of postage stamps of 1918 amounted to \$23,339.49.

TELEGRAPHIC SERVICE.

The revenue collected during the year from radio-telegrams amounted to \$10,350.03, a decrease of \$13,661.22 on the amount collected in 1918. The decrease is due to the French Government ceasing to use the Cape D'Aguilar Wireless Station for the transmission of press telegrams to Indo-China. Advances of vessels indicated at the lighthouses yielded \$470.40 and semaphore messages \$15.40, making a total of \$10,835.83. Expenditure amounted to \$34,159.81.

The telegraphic service was worked at a loss of \$23,314.98.

The number of radio-telegrams forwarded during the year was 1,118 consisting of 15,377 words as against 1,117 with 108,230 words in 1918, and 2,825 were received consisting of 38,191 words as against 1,475 with 19,243 words in 1918.

MISCELLANEOUS.

With the cessation of hostilities postal and mail services improved and by the end of the year approximated to pre-war standards in regularity and frequency though of course the Siberian Service remained closed. The dearth of shipping which made itself severely felt earlier in the year became gradually less acute. The exchange of direct mails with the various European other than enemy administrations was resumed by the end of the year. Mails for enemy countries were transmitted through the intermediary of the Imperial Post Office.

During the year 100 bags of reading matter, comprising 3,029

PROPERTY RESUMED.

COST OF BEACONSFIELD ARCADE TRANSFER.

During last year, the Hongkong Government resumed possession of many areas of property in the Colony, the biggest of which was Beaconsfield Arcade at a cost of \$275,000. From the report of the Director of Public Works we make the following extracts, giving details of the more important of these resumptions.

Sections A, B, C and the Remaining Portion of Inland Lot No. 1362, Morrison Hill Road, containing in all an area of 4,042 square feet, were resumed at a cost of \$18,500.00 with a view to a re-laying-out of the Morrison Hill area.

A portion of Inland Lot No. 26, U Yam Lane, containing an area of 2,373 square feet, was resumed at a cost of \$23,000.00 on account of the insanitary condition of the houses in the lane.

Part of the Remaining Portion of Marine Lot No. 43, amounting to 4,210 square feet, was resumed at a cost of \$12,630.00 for widening Spring Gardens Lane.

A sum of \$31,002.10 was paid for Rural Building Lot No. 111, containing an area of 12,140 square feet, and the dwelling-house thereon for use in connection with the Victoria Hospital.

Houses Nos. 155, 157 and 159, Wanchai Road, on Inland Lots Nos. 1368 and 1365 were acquired by Government at a total cost of \$42,000.00 in anticipation of the cutting down of Morrison Hill and the re-laying-out of the district.

Inland Lot No. 2027, containing an area of 3,499 square feet, and Inland Lot No. 1914, containing an area of 9,906 square feet, both of which are occupied by dwelling-houses, were acquired by Government for \$7,000.00 and \$13,000.00 respectively as the owners represented that their properties were suffering depreciation owing to operations at the Government Quarry.

A sum of \$275,000 was paid by Government for the Remaining Portion of Inland Lot No. 82 and the buildings thereon known as "Beaconsfield Arcade".

Inland Lots Nos. 322 and 534 and Sections A of Inland Lots Nos. 312 and 655 were resumed, together with the houses standing thereon, (viz., Nos. 67, 69, 71 and 79, Wanchai Road), at a cost of \$20,100. for the purpose of widening Wanchai Road.

The following resumptions were effected in connection with the widening of Queen's Road East: No. 1 Man Ming Lane, at a cost of \$1,100.00; Nos. 133-144 (even numbers) Queen's Road East at a cost of \$17,638.00; No. 2 Lun Fat Street at a cost of \$10,400.00; Nos. 25 and 27 Ship Street at a cost of \$17,400.00 and Nos. 145-152 (even numbers) Queen's Road East at a cost of \$17,000.00.

In Kowloon, a sum of \$15,000 was paid for Kowloon Inland Lot No. 96 on Jordan Road which was required in connection with the re-laying-out of the district.

Kowloon Inland Lot 1124 (area 4,006 square feet) situated at Fuk Tsun Heung, and the buildings thereon, which have been occupied as a Police Station for a number of years, were purchased by Government at a cost of \$14,000.

Kowloon Farm Lot No. 11, containing an area of 6 1/2 acres, was resumed at a cost of \$40,500, the area being required for the extension of Coronation Road and development purposes in connection therewith.

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ORGAN RECITAL.

St. John's Cathedral was well filled last evening on the occasion of an organ recital by Mr. Denman Follor, F.R.C.O., L.R.A.M. The recital had been announced as a "popular" one, and the choice of such well-known compositions as Mascagni's "Intermezzo" from "Cavalleria Rusticana," Lemare's "Andantino" and Elgar's Imperial March was much appreciated. The organist, whose ability and artistry need no emphasising in Hongkong, gave some most enjoyable renderings.

The soloists were Mr. Howard Freeborn and Mr. E. T. Crocker, the former rendering Haydn's air "In Native Worth" and the latter Handel's air "Why Do the Nations?" Both items were selections from oratorio. Mr. Crocker's solo being a particularly difficult one. Mr. Freeborn, who is the possessor of a well trained tenor voice, gave undeniable pleasure, though at times it seemed as though his solo was pitched a little too high. Mr. Crocker gave a spirited rendition of a very trying solo. The soloists combined well in their duet "For so hath the Lord commanded" (Mendelssohn) and greatly contributed to the pleasure of those attending.

The collection, was on behalf of the Organ Fund.

AEROPLANE WIRELESS FOR NOVICES.

MESSAGES BY CLOCKWORK.

An instrument invented by Mr. F.S.S. Wates, of the Automatic Telegraph Company, 132, Charing Cross Road, is designed to enable wireless messages to be sent by the pilot of an aeroplane who has no knowledge of wireless or even of the Morse code. It consists of a box about 7 in. square and weighing 10 lb., on the face of which is a plate engraved with 60 messages in three columns.

The first column contains the names of the places over which the aeroplane will fly on a given route; the second a series of messages referring to the place and time of landing, and to engine troubles; and the third, details of the weather and height of flying.

All the pilot has to do is to insert a plug in the hole corresponding to the message he wishes to send, and to pull down a lever, which winds a clockwork mechanism. A series of contacts arranged round a rotating drum then transmit in Morse the call sign of the aeroplane and the signal representing the message selected.

In the event of a forced landing, a subsidiary key is depressed, when the same message is sent out preceded by the S.O.S. signal. Thus, supposing the aeroplane were flying from London to Glasgow and had to make a forced landing near Leicester, insertion of the flag in the Leicester hole would cause the transmitter to send out, first, the S.O.S. signal, then the call sign of the aeroplane, and finally the signal indicating Leicester, all repeated twice. A second signal may be made indicating the number of miles past Leicester where the landing may be expected. The code meaning of the signals may, of course, be altered to suit the requirements of different routes or different conditions.

NO BANDS IN PARIS CAFES.

2,000 MUSICIANS DISMISSED.

The effects of the coming into force of the new taxes voted by the French Parliament has been to deprive Paris restaurants and cafes of music.

The Minister of Finance has, in fact, assimilated to music halls and dancing halls all establishments, including cafes, restaurants, and hotels, where a band plays, and this results in these places being taxed 25 per cent. on their receipts.

Through confusion in the articles of the law an additional 25 per cent. tax is levied upon charges.

As the cafes and restaurants cannot afford this tax and dare not increase their prices by 50 per cent. they have dismissed all their musicians.

There are 2,000 of these out of work. Their union has held meetings and delegates have been appointed to wait on the Minister of Finance and explain the situation and suggest an arrangement.

Meanwhile Paris is packed with tourists, and visitors have returned to the conditions of the old war days when there was no music in any of the Montmartre or Boulevard cafes and restaurants.

DAIRY FARM NEWS.

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GENERAL NEWS.

52 MOTORISTS SUMMONED.

At a special sitting of the Peterborough Bench to deal with 52 summonses against motorists for various offences under the Motor Car Act, penalties were inflicted ranging from 4s. to £3. When the name of Walter Henry Richards, of Cirencester, was called, it was stated that the defendant had been killed in a motor accident after receiving the summons.

NEW UNIVERSITY OF DACCA.

Mr. Philip Joseph Hartog, C.I.E., M.P., B.Sc., Academic Registrar of the University of London, has been offered, and has accepted, the appointment of Vice-Chancellor of the new University of Dacca, in Bengal. The appointment is made by the Governor-General of India in Council in accordance with the terms of the Dacca University Act, recently passed in the Indian Legislative Council.

DOG DECIDES A LAW CASE.

TWO CLAIMANTS AND PUZZLED MAGISTRATE.

A dispute as to the ownership of a black Pomeranian dog was settled in Tottenham Police Court recently by the animal itself.

Mr. Seaman, of Tewkesbury-road, and Mr. Barber, of the Woodberry Hotel, both claimed the dog, and produced pedigrees to substantiate their arguments.

While the perplexed magistrate was pondering his decision, and the dog was unconcernedly running about the court, it was mentioned that Mr. Barber knew his dog as "Nigger," while the other claimant averred the Pom's name was "Prince."

The dog pricked up its ears, and when "Nigger, Nigger!" was called again, bounded to Mr. Barber and licked his hand.

In vain did Mr. Seaman appeal to "Prince" to "come here!" and the relieved magistrate announced, "Mr. Barber is the owner."

HOW MUCH IS YOUR BABY WORTH?

You will surely reply, "He is worth, to me, more than all the money in the world!" Such being the case, you will be glad to know of a medicine which will help your baby's teething, enable him to sleep soundly, digest well and develop into a sturdy, healthy child. The name of this already well-known Canadian children's remedy is Baby's Own Tablets. Here is one endorsement out of many received. It comes from an American mother, Mrs. W. M. Stoddart, of East Brookfield, Vt., U.S.A., who writes:—"I have never found anything as good as Baby's Own Tablets for regulating the bowels of little children. My baby was sick and restless while cutting his teeth but the Tablets quickly made him all right."

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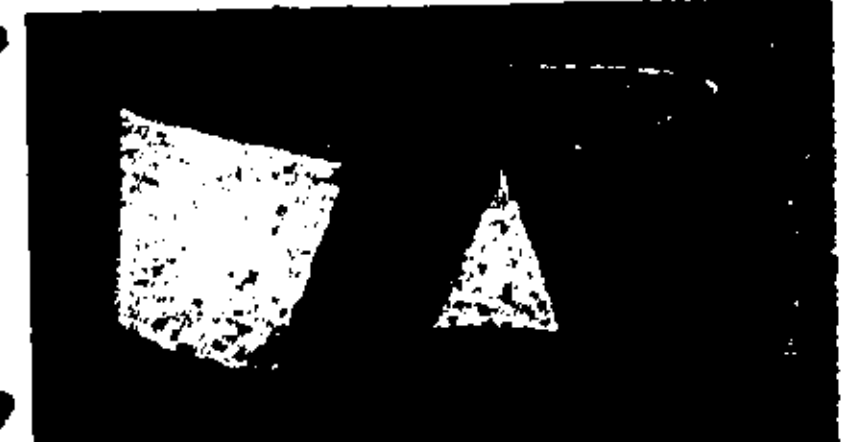
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Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing desired prior to, and as far as possible, prior to the departure from Hongkong. Traffic conditions on the Atlantic are so congested as to make it difficult to obtain passage to Europe. Frequent sailings from Montreal to Liverpool, London and other ports. Passage orders covering all such ports will be issued here.

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Van Waeck	J.C.J.L.	Aug. 17
Monteagle	C.P.O.S.	Aug. 17
Cadaretta	R.D.Co.	Aug. 18
Lahore	P. & O.	Aug. 18
Alecinous	B. & S.	Aug. 19
Aki M.	N.Y.K.	Aug. 19
C. of Spokane	P. & O.	Aug. 19
Takada	P. & O.	Aug. 19
Nanking	C.M.Co.	Aug. 20
Shidzuoka	M.N.Y.K.	Aug. 20
Bellerophon	B. & S.	Aug. 20
Africa M.	O.S.K.	Aug. 20
Kalyan	P. & O.	Aug. 20
Ixion	B. & S.	Aug. 20
Coaxet	P.S.Co.	Aug. 22
Bellerophon	B. & S.	Aug. 21
Tenshin M.	N.Y.K.	Aug. 23
West Hika	L.A.Co.	Aug. 23
Prometheus	B. & S.	Aug. 24
Akita M.	N.Y.K.	Aug. 25
E. of Russia	C.P.O.S.	Aug. 25
Nile	C.M.Co.	Aug. 28
West Ison	S. & D.	Aug. 29
Kanagawa M.	N.Y.K.	Aug. 30
Toba	J.C.J.L.	B. Sept.
Shinyo M.	T.K.K.	Sept. 6
Ningchow	B.L.	Sept. 6
Talhythius	B. & S.	Sept. 6
Alps M.	O.S.K.	Sept. 7
Delight	P.W.Co.	Sept. 8
Chicago M.	O.S.K.	Sept. 9
Kansas	B.L.	Sept. 10
Birmingham C.	B.L.	Sept. 10
Fushimi M.	N.Y.K.	Sept. 11
Egmont C.	D.N.Co.	Sept. 12
Brave Coeur	S. & D.	Sept. 14
Vinita	L.A.Co.	Sept. 15
Easterling	P.S.Co.	Sept. 15
Cape May	P.S.Co.	Sept. 15
Deuel	S. & D.	Sept. 16
Melville D.	R.D.Co.	Sept. 17
Yokohama M.	N.Y.K.	Sept. 17
Surazi	B.L.	Sept. 20
Mentor M.	B. & S.	Sept. 21
Kanawna	P. & O.	Sept. 22
Tanyo M.	N.Y.K.	Sept. 22
West Himrod	S. & D.	Sept. 24
Atlas M.	O.S.K.	Sept. 25
Korea M.	T.K.K.	Sept. 30
Katori M.	N.Y.K.	Sept. 30
Eledu P.	S.T.Co.	Oct. 8
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Szechuen	B. & S.	Aug. 17
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Laisang	J.M.Co.	Aug. 18
Loksang	J.M.Co.	Aug. 18
Tjileboet	J.C.J.L.	Aug. 19
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Tjikembang	J.C.J.L.	Aug. 20
Hailong	D.L.Co.	Aug. 20
Loongsang	J.M.Co.	Aug. 20
Kailong	B. & S.	Aug. 20
Chenan	B. & S.	Aug. 21
Kumsang	J.M.Co.	Aug. 21
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Easten	P. & O.	Aug. 29
Tangshing	J.M.Co.	Aug. 31
Tjisondan	J.C.J.L.	Aug. 31
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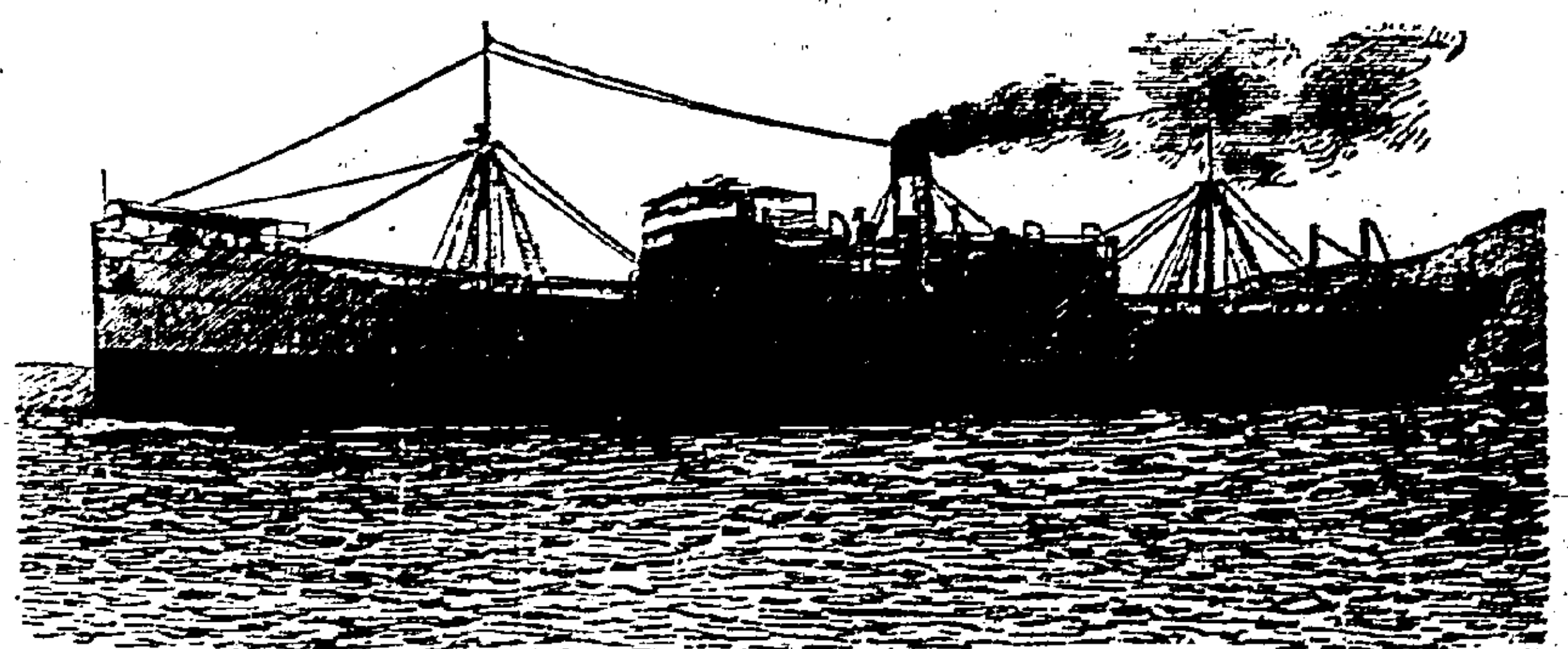
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
LAHORE (Cargo)	5,200	18th Aug.	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles and London.
KALYAN	9,000	20th Aug. noon.	

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	19th Aug.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	17th Aug. 4 p.m.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

KHIVA	—	20th Aug. noon.	Shanghai, Kobe & Yokohama.
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WIRELESS ON ALL STEAMERS.

Passes Messing not more than 25¢. K. & K. will be received at the day's Office up to noon on the day previous to sailing.

For Passage Rates, Handbills, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents,
22, Des Vieux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ung, Manila, S'hai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Sat., 11th Sept., at 11 a.m.

KATORI MARU Thursday, 30th Sept., at 11 a.m.

TAJIMA MARU Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU Thursday, 26th Aug., at noon.

KOKOHAMA MARU Friday, 17th Sept., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

KANAGAWA MARU Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Thursday, 19th Aug., at 11 a.m.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU Wednesday, 25th August.

SOUTH AMERICAN PORTS via S'pore, Rangoon, Calcutta & Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU Monday, 23rd August.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU Sunday, 22nd August.

BOMBAY MARU Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Friday, 20th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

SWATO MARU Saturday, 21st Aug.

TAMBA MARU Tuesday, 24th Aug., at 11 a.m.

TOTOMI MARU Thursday, 26th Aug.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	Type	Expected on or about	Will leave on or about	For
Tjibbeboet	Java	in port	19th Aug.	Yokohama.
Tjikembang	Japan	in port	20th Aug.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	Type	Expected on or about	Will leave on or about	For
Tjikondari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

Yok Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.

"CANDA MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"SIAM MARU" Monday, 23rd Aug.

"LUZON MARU" Tuesday, 24th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KINSAIJI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"AFRICA MARU" (Calling Manila) Friday, 20th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.

JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 26th August.

For sailing dates and further particulars please apply to—**Y. YASUDA, Manager.**

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
	from Australia	for Australia

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to **Butterfield & Swire.**

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
LONDON	"KANSAI"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

up to REISS & Co. Canton. General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

s.s. "HUNGARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

s.s. "INSBRUCK" Sailing on or about 6th September.

s.s. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 29th Aug.

S.S. "HOKUTO M." sailing on or about 14th Sept.

S.S. "SAMARANG M." sailing on or about 5th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 27th Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines, connecting with s.s. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—**DODWELL & CO., LTD., Agents.**

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & T'ao via S'ow	Haagsang	Wed., 18th Aug. at d'light.
HAIPHONG via Hoihow	Lotsang	Wed., 18th Aug. at d'light.
STRAITS & Calcutta	Laisang	Wed., 18th Aug. at 3 p.m.
SHANGHAI	Kwongsang	Thur., 19th Aug. at d'light.
MANILA	Loongsang	Fri., 20th Aug. at 3 p.m.
KOBE	Kumsang	Sat., 21st Aug. at 5 p.m.
TIENTSIN	Chipsang	Tues., 24th Aug. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chafoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 18th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sintiang	19th Aug. at noon.
H'HOW, PHOI & H'PHONG	Kailong	20th Aug. at 9 a.m.
SAMARANG	Taikoo Wan Vi	20th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Chenan	21st Aug. at 4 p.m.
AMOY, SHAI & PUKOW	Suiyang	24th Aug. at 10 a.m.
SWATOW & BANGKOK	Kanchow	24th Aug. at noon.
MANILA, CEBU & ILOILO	Taming	24th Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Laundered in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Agents.

Hongkong Aug. 17, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	TUES., 17th Aug. at 2 p.m.
Hailoong	J. S. Thomson	FRI., 20th Aug. at 2 p.m.
Maichong	W. C. Passmore	TUES., 24th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Austral S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

Ellerman & Bucknall S. S. Co., Ltd.

Sailings from Hongkong	via Suez	4th Sept.
"KINGCHOW"	via Suez	10th Sept.
"BIRMINGHAM CITY"	via Suez	20th Sept.
"CITY OF DUNKIRK"	via Suez	

• Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal or around Cape Horn.

Subject to change without notice.

For freight and particulars apply to **BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.**

SHIPPING

VESSELS ARRIVED.

The s.s. **ALCENOUS**, a R. and S. boat, arrived yesterday from Dainy with 2,244 tons of general cargo for Liverpool.—Mooring Holt's Wharf.

The **LAHORE**, a P. and O. vessel, came in this morning from Yokohama and Shanghai with 230 tons for Hongkong and 3,363 tons for other ports.—Mooring A 1.

From Marseilles and Saigon the **PAUL LECAT** brought this morning 38 tons for Hongkong and 436 tons for elsewhere. Her passengers numbered 123 first-class, 74 second-class and 29 third. She had 35 bags of mails on board.

From San Francisco the Dutch steamer **TJIDEMBANG** brought this morning 7,426 tons for other ports and 295 tons for Hongkong.—Mooring A 6.

The U.S.S.R.'s **WEST NIRIS** arrived this morning from San Francisco with 600 tons of general cargo for Hongkong and 500 tons for through ports.—Mooring A 3.

From Tsingtao the s.s. **TRISHO** M. consigned here this morning 1,650 tons of salt.—Mooring B 24.

MOVEMENTS OF STEAMERS.

The s.s. **MENTOR** (Blue Funnel Line) left Liverpool on 17th inst. for Hongkong and is due here on 22nd August.

The N. Y. K. s.s. **DAKAR M.** (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The s.s. **KNIGHT OF THE GARTER** (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. **TANGO M.** (Australian Line) left Sydney for this port via Thursday Island & Manila on the 30th July and is expected here on the 20th August.

The N. Y. K. s.s. **WAKASA**

TO-DAY'S PICTURES.



EX KING MANUEL.

Ex-King Manuel, of Portugal, who resides most of the year in London, attended Richmond Horse Show recently and is shown here walking with the Earl of Athlone (right.)



DEMOCRATS' HOPE.

Governor Cox, the Democratic candidate for the U. S. Presidency, delivering a speech.



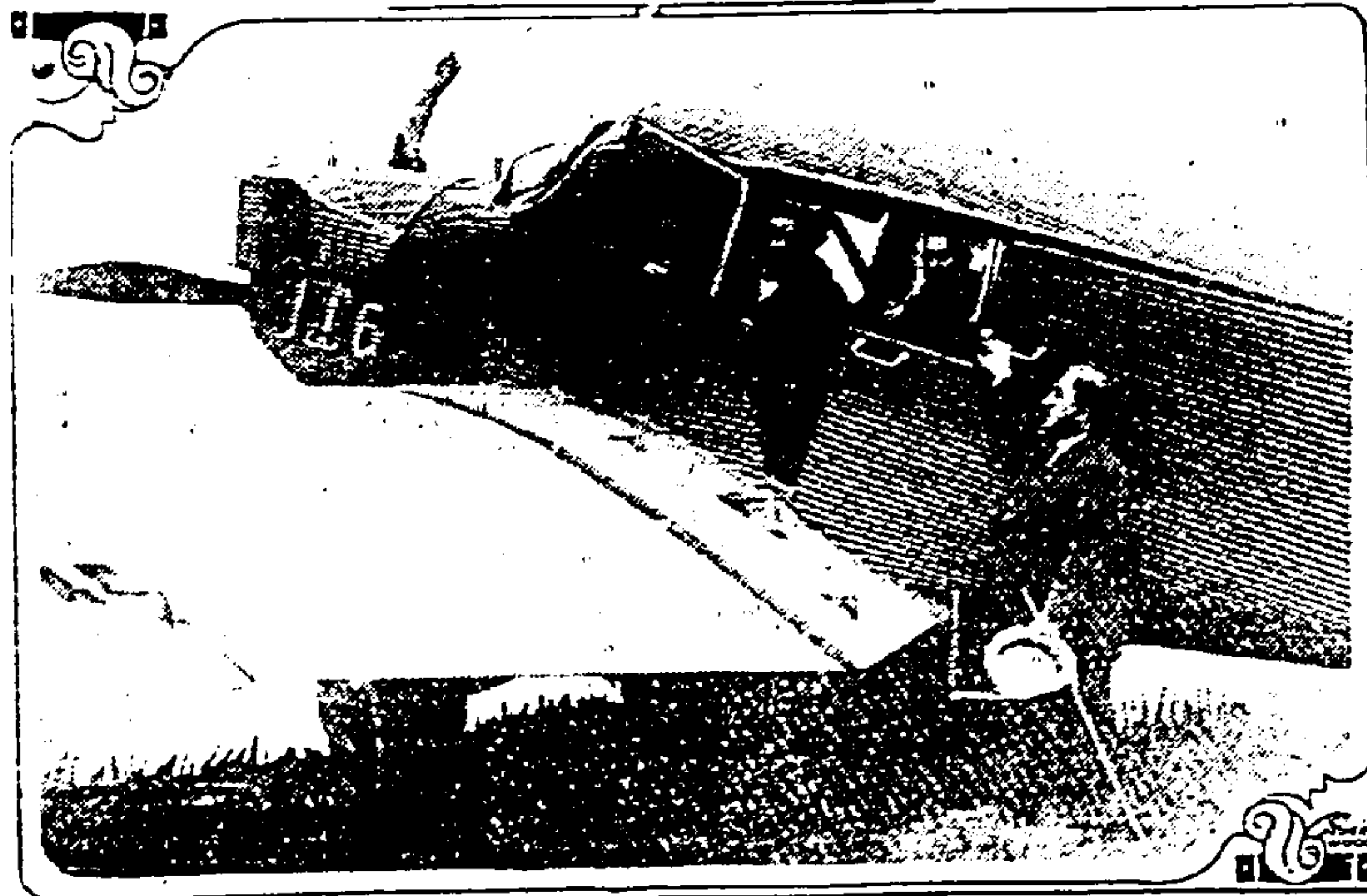
MR. FRANKLIN K. ROOSEVELT.

Mr. Franklin K. Roosevelt, Assistant Secretary of the U. S. Navy, is the Democratic candidate for the U. S. Vice Presidency.



M. JOUHAUX.

the French Trade Unionist leader.



ALL-METAL PLANE.

A new development in aviation has been made by the construction of this all-metal monoplane, which has recently carried out flights in the States.



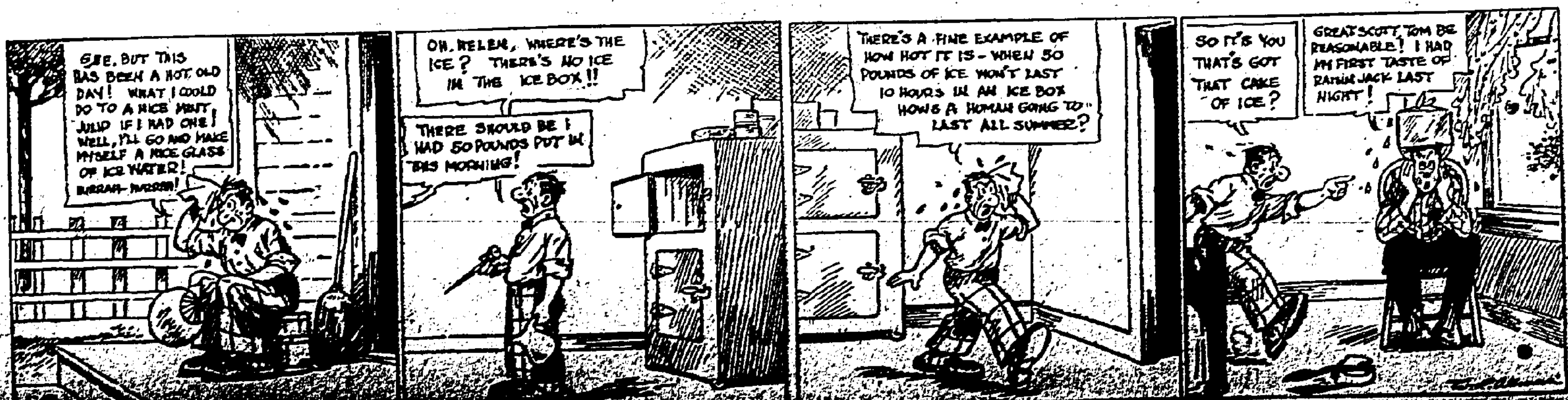
COSTERS' CONTEST.

Photo shows Lord Londale, the famous sporting peer, judging the costers' donkeys at the Richmond Horse Show.

DOINGS OF THE DUFFS.

Wilbur Probably Needed It.

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

HEAD OFFICE:—NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NICE
BARCELONA	HAMBURG	PARIS
BERLIN	HAVRE	PETROGAD
BORDEAUX	KOBE	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTREAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping, Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers' Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPAW,"

ABOUT AUGUST 15TH.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 24785th floor
Hotel Mansions.

S.S. "ELKHORN" SAILS FOR

SINGAPORE

20th AUGUST.

For Freight and Particulars Apply to

STRUTHERS & DIXON, INC.

Telephone 3008.

Powell's Building.

O.B.E. FOR RAMSGATE FIRE
BRIGADE.
In recognition of their gallantry
in the 119 air raids endured by
Ramsgate during the war, all
the members of the local fire
brigade have been awarded the
British Empire decoration.

Many times during the war they
fought the fires caused by the
bursting of incendiary bombs
dropped from enemy machines.
amid a rain of shrapnel, and on
at least two occasions they saved
the town from what looked like
destruction.

WATER RETURN.

Level and Storage of water in
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

1919	1920
Tylian Level with overflow	3-15 Above overflow
Tylian Level with overflow	0-10 Above overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow
Tylian Level with overflow	Level with overflow

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
Tylian	34.45
Tylian	22.17
Tylian	18.30
Tylian	14.10
Tylian	11.10
Tylian	8.10
Tylian	5.10
Tylian	2.10
Tylian	0.10
Tylian	0.10
Tylian	0.10

Consumption of water in the City and Hill
District in millions and decimals of gallons
during the month of July.

1919	1920
Consumption	25.10
Consumption	22.10
Consumption	18.10
Consumption	14.10
Consumption	11.10
Consumption	8.10
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District in millions and decimals of gallons
during the month of July.

1919	1920
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Consumption	22.10
Consumption	18.10
Consumption	14.10
Consumption	11.10
Consumption	8.10
Consumption	5.10
Consumption	2.10
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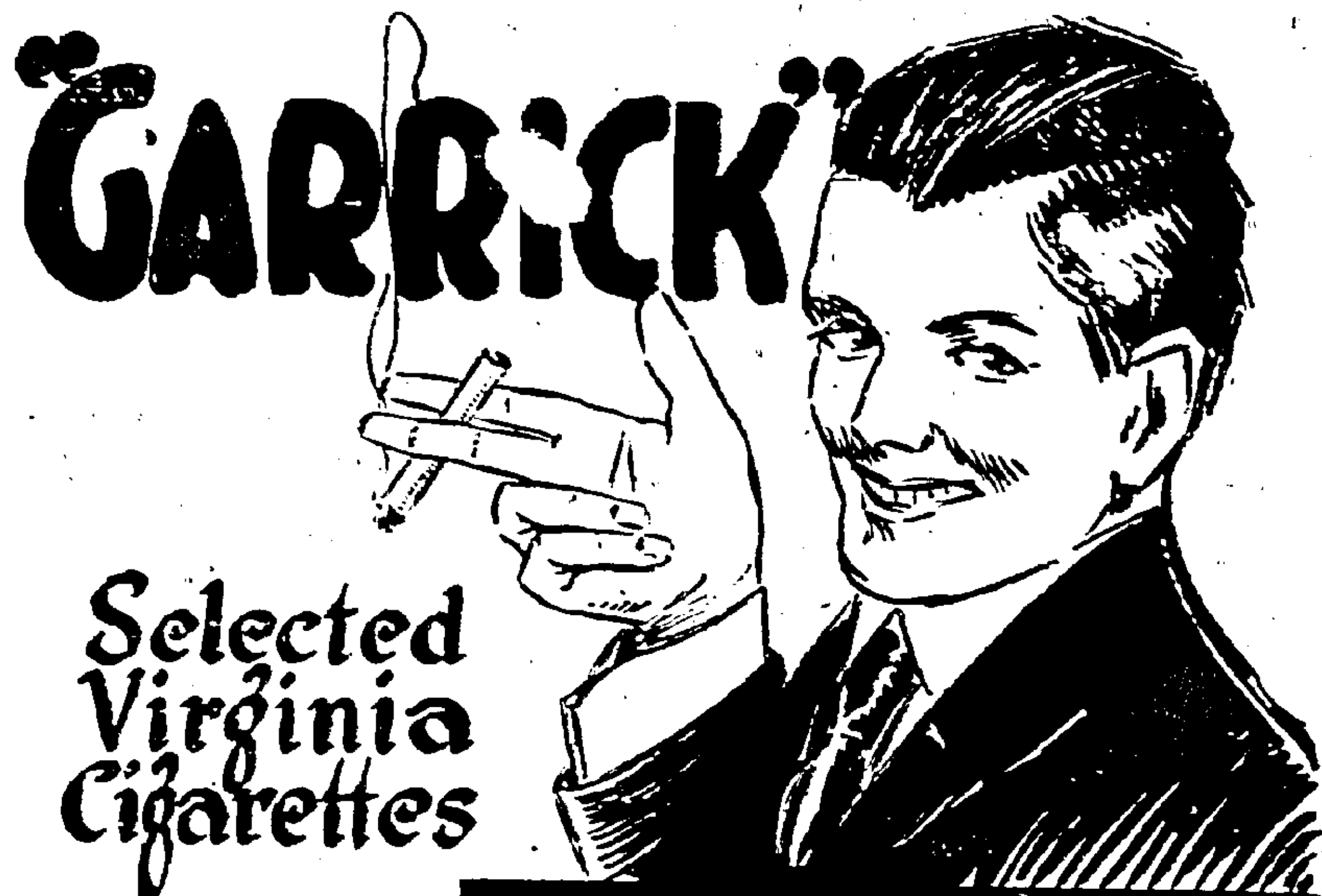
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Reserve Fund — £1,000,000

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NOTICES.



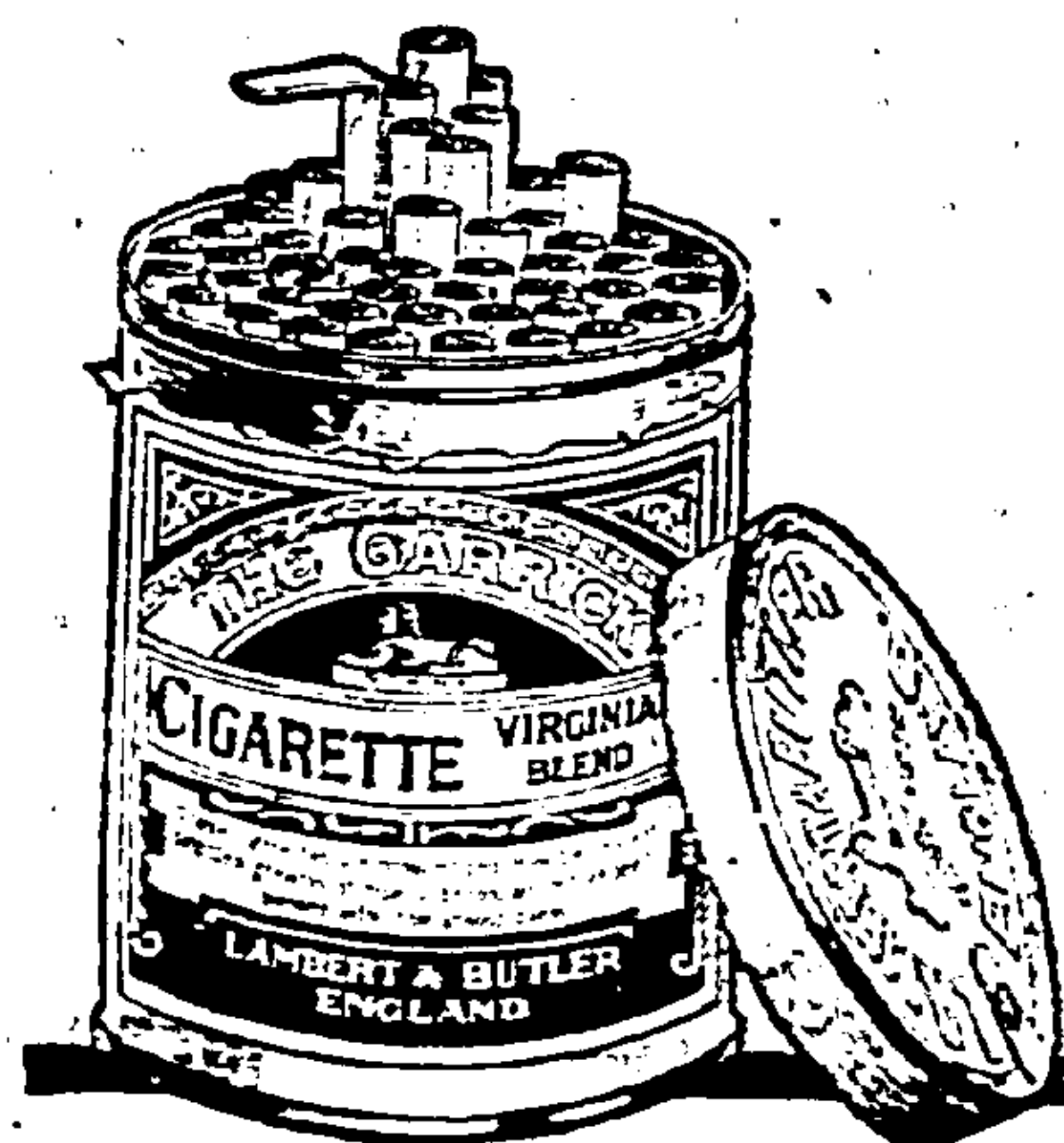
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QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks b.	600
Marine Insurances.	
Cantons s.	390
North China b.	160
Unions s. 180 sa.	177 1/2
Yangtze n.	23
Far Eastern n.	19

Fire Insurances.

China Fires n.	123
H. K. Fires b.	315

Shipping.

Douglases s.	81
H.K. Steamboats s.	33 1/2
Indos (Pref.) n.	15
Indos (Def.) L. R. s.	210
Shells b.	135 1/2
Ferries b.	24

Refineries.

Sugars b. & sa.	238
Malabons b.	55

Mining.

Kailans b.	94 1/2
Langkats b.	15 1/2
Shanghai Loans b.	15 1/2
Shai Explorations b.	15 1/2

Rauts n.	130
Tronohs s.	35 1/2
Ural Caspians n.	27 1/2

Docks, Wharves, Godowns, &c.	
H.K. Wharves s.	85 1/2
K. Docks s.	151
Shai Docks b.	125
N. Engineerings n.	129

Lands, Hotels & Buildings.	
Centrals b.	103
H.K. Hotels b.	125
L. Invest. b.	112
Hiphreys Est. b.	770
K'loon Lands n.	31
L. Reclamations n.	140
West Points b.	51

Cotton Mills.

Ewos n.	1560
Kung Yiks n.	152
Lau Kung Mows n.	—
Oriental n.	—
Shai Cottons n.	1270
Yangtzepeos n.	35

Miscellaneous.

Cements b.	735
China Borneo b.	—
Do. Light old b. 120 n.	51 1/2
China Providents b.	750
Dairy Farms n.	22
Electric H. K. sa.	18 1/2
Electric Macao b.	22
Hongkong Ropes s.	22
Hk. Tramways b.	630
Peak Trams, old b.	610
Do. new n.	60 1/2
Steam Laundries s.	5
Steel Foundries n.	10
Water-works b.	13 1/2
Watsons b.	585
Wm. Powell b.	11 1/2
Wiseman b.	35
Bk. East Asia b.	120
H.K. Fires b.	316
Centrals	—

Hongkong, Aug. 17, 1920:

TIDE TABLE.

16th to 22nd Aug. 1920.

High Water		Low Water		Night	
Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
16	17	18	19	20	21
11 37	11 37	11 37	11 37	11 37	11 37
5 37	5 37	5 37	5 37	5 37	5 37
11 37	11 37	11 37	11 37	11 37	11 37
5 37	5 37	5 37	5 37	5 37	5 37
11 37	11 37	11 37	11 37	11 37	11 37
5 37	5 37	5 37	5 37	5 37	5 37

in morning, a afternoon.

WEATHER REPORT

Aug. 17d. 11a. 24m.—No returns from Japanese stations. Pressure has increased slightly at Shanghai and Weihaiwei, and decreased slightly elsewhere. A trough of relatively low pressure covers S. China and the north part of the China Sea, and extends across Formosa and the Philippines into the Pacific.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.22 inch. Total since January 1st, 75.26 inches, against an average of 60.25 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S. W. or variable winds, light to moderate; cloudy, rain.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan	The same as No. 1.
4 South coast of China between H.K. & Hainan	The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, Aug. 17.

METEOROLOGICAL.

Previous Day	on date.	on date.
at 2 p.m. at 5 a.m. at 2 p.m.		
Barometer	29.73	29.72
Temperature	85	73
Humidity	78	87
Wind Direction	W. WSW. NW.	
Wind Force	2	2
Weather	c	o
Rain	0.00	0.00
Highest open air	186	
Temperature on the 16th	87	
Lowest open air		
Temperature on the 17th	75	
H.K. Observatory, Aug. 17, 1920.		

EXCHANGE.

(Opening Rate: closing Rate on Page 11)

SELLING.

T/T Demand	4/3
30 d/s Demand	4/3 1/4
60 d/s Demand	4/3 1/2
4 m/s Demand	4/3 3/4
T/T Shanghai	Nom.
T/T Singapore	184
T/T Japan	151
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	77 1/2
T/T Batavia	219
T/T Marks	Nom.
T/T Francs	1065
Demand, Paris	—

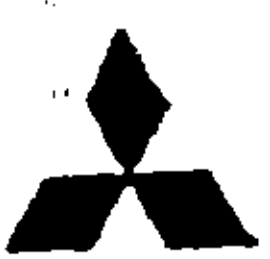
BUYING.

4 m/s L/C	4/3 1/4
4 m/s D/P	4/3 1/2
6 m/s L/C	4/6
30 d/s Sydney and Melbourne	4/6 1/4
30 d/s San Francisco & New York	79 1/4
4 m/s Marks	Nom.
4 m/s Francs	1125
6 m/s Francs	1145
Demand, Germany	—
Demand, New York	79 1/2
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	167 Nom.
Demand, Singapore	184
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	49 1/2
Sovereign	4.60 Nom.
Gold leaf per Tael	34 70
Bar Silver, ready forward	59 1/2
Bank of England rates	7 1/2
New York/London	3.67 1/4

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H'kong 50 cts. pieces	\$1/10 dis.
10 "	\$1/10 dis.
5 "	\$3/5 dis.
Canton subcoins	\$9 3/8 dis.

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at 5.15 & 9.15 p.m.

MARY PICKFORD
IN
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7.15 p.m.

"SILENT MYSTERY"
Episodes 12 & 13.

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TO-NIGHT! TO-NIGHT!

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